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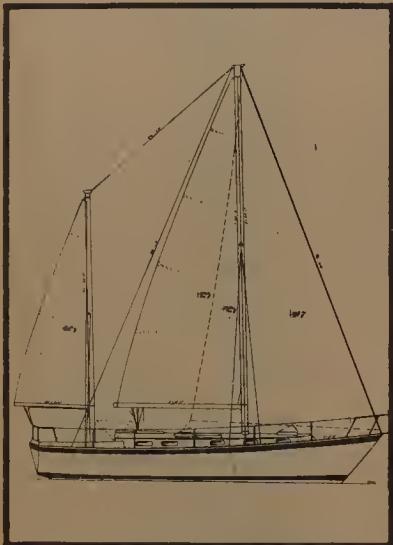
THE NORTHERN CALIFORNIA SAILING SHEET

VOL. 9 DECEMBER



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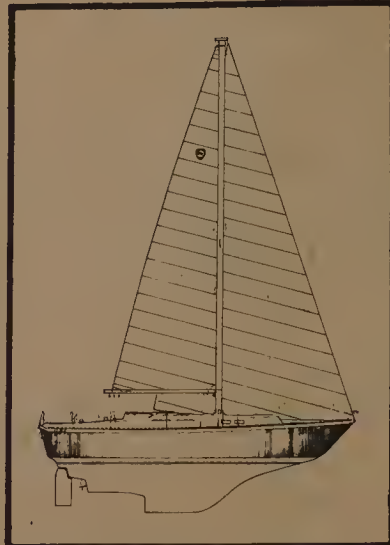
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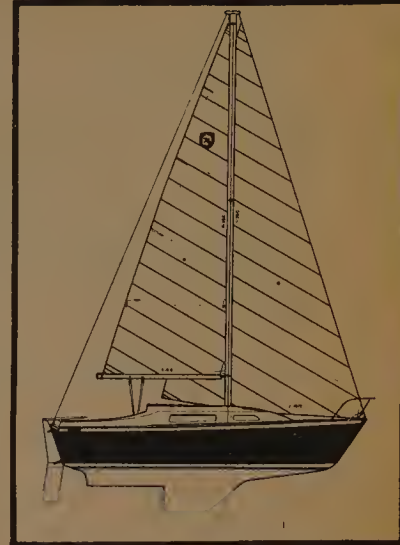
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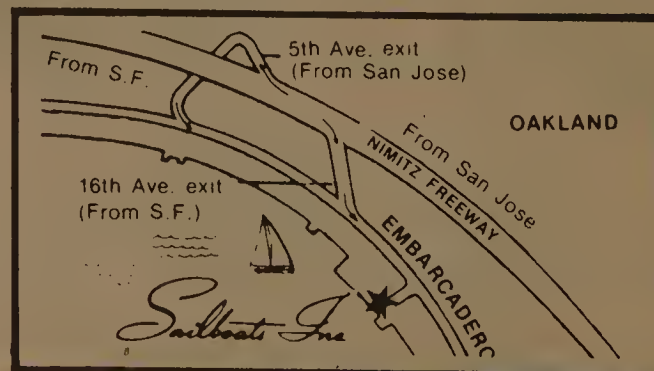
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This year Steve won the Cal 20 National's using sails he bought from us. He won the series hands down. The race for second place was won by George Hamilton, who was also 'Powered by Pineapples'.

There is only one thing left to say:
Thanks Steve!



PHOTO BY DIANE BEESTON



Steve Seal's "4040"* winning the 1977 Nationals.

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Richards and van Heeckeren

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Two For The Sailor

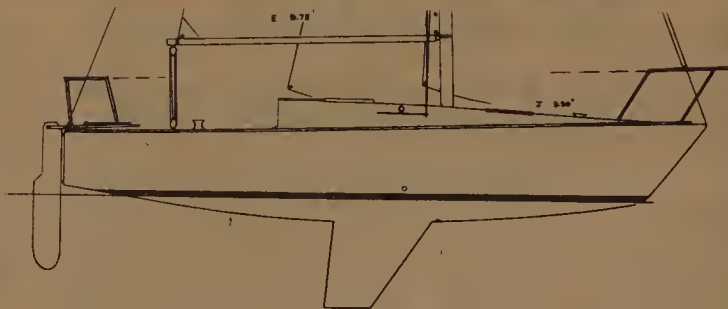
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24**

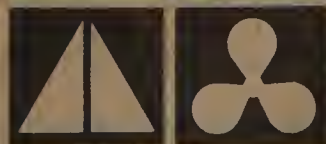
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Who ever heard of such a thing? The J/24 took 1,2,3,4,6,7,8,9,10,11,12,14, and 15 at the MORC National! If it sounds like it was the J/24 Nationals it might just have well been. Isn't it time you discover what top MORC racers across the country already know — that the J/24 have been leaving all competitors in the dust, boats like Morgan 27s, Santa Cruz 27s, Ranger 29s, Peterson 29s, and anything else that dares to compete. If that's not enough, the J/24's price is as pleasing as her stability, acceleration, and standard equipment. See it today, win with it tomorrow!

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ISLANDER 28

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EDITORIAL

One look from the Marin headlands last week confirmed suspicions that the seasons had changed. The south swell that is the result of summer storms off Mexico had been replaced by a north swell from the Aluetians.

This north swell was a grumbler, with awesome waves breaking for miles out to sea on both sides of the shipping channel. It would be bad enough if the waves broke in a regular pattern, but they don't. One wall of white water will hit another at a 90 degree angle, combining for what is commonly referred to as a "(expletive deleted) double". The inside channel off Point Bonita was periodically covered with white water, and was not navigable.

It is just this kind of weather, a strong swell with light winds that is so often a harbinger of trouble. Only a few days before, on October 27th, the 30' fiberglass sloop, Delfin, had put in a distress call from 7 miles off Ocean Beach. Two people were aboard, it was foggy and the Coast Guard was reporting seas at 20 to 30 feet with winds at 15 knots. The Coast Guard sent out a motorlifeboat which secured a line to the sailboat in distress. A short time later the sailboat had taken so much water that it went under while still attached to the motorlifeboat. Attempts to cut the line proved futile, but finally it snapped under the strain and got caught in the prop of the Coast Guard vessel. Another Coast Guard vessel and divers were sent out to the scene just as it was getting dark. All returned safe that evening, except of course for the sailboat.

This was the only incident involved a sailboat, but a number of powerboats had equally great or greater problems. The Coast Guard informed us that the period between late September and early February is always the worst time for sailing incidents around and outside the Gate. While winter sailing in northern California is often excellent, it is also a time to know that both you and your boat are prepared to sail safely in whatever weather conditions arise. Many more people are susceptible to becoming seasick due to the colder weather and heavier swells, and this often leads to mistakes in judgement. Keep warm, be cool, and have a good time.

Winter is also the time sailors get lulled into a false sense of security around the dock. Lines are often secured casually on tranquil afternoons, only to break loose a few days later in a howling norther. Make sure you boat is secure for all weather conditions, not just those that prevail at the time you leave the dock.

We don't really like to write stuff like this, but we sure don't want to write about mishaps a few months from now.

The Northern California Sailing Sheet

Richard Spindler - Editor & Publisher

Kathy McCarthy - Advertising Manager

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TRUE OR FALSE?

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OUT-POINT A FIN KEEL BOAT.

TRUE.

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BEFORE YOU BUY ANY BOAT.



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27' & 28' SLOOPS
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ALBERG 23' SEA SPRITE

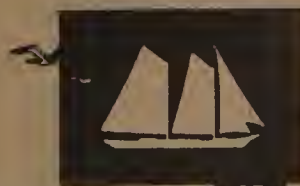
BROKERAGE

19' CAPE DORY TYPHOON, 1973,	5,875
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"Kim Tiki", new Richards design, new Aug. 77,
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41' FREEPORT, by ISLANDER

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this boat is loaded, all she needs is food.



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LOA 33'-11"	DRAFT 6'-3"
LOA 33'-11"	DISPLT. 10,800
LWL 28'-3"	BALLAST 5,100
BEAM 11'-2"	

"Obsession" — Phil Walters with his family as crew sail through a fleet of 238 boats to win top honors in this years Block Island Race Week. Peterson 34's also placed 1, 2, & 3 in IOR division F.

The Peterson 34 was named Chicago's Overall Boat of The Year, taking 1, 2, 3, & 4th in their division of the 1977 Chicago — Mackinac Race.

What will you do with your Peterson 34?



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CALENDAR

19 november
scc dinner/movie night
sfyc midwinter race - mercury, star, 505,
international 14, taser.

2 december
mora meeting and trophy presentation
468-0510
0410?

3 december
scc mid winter race
perry cup series (mercury)

4 december
ggyc midwinter race
ryc midwinter race

10 december
sbyc midwinter race - see the racing sheet
myc midwinter race

17 december
sfyc midwinter race

18 december
corinthian yc midwinter race

1 january
ryc midwinter race - hangover special

7 january
perry cup series (mercury)
scc midwinter race

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41' CORONADO, 1973. Diesel, liveaboard55,000
41' CLASSIC SCHOONER, 1929. Volvo42,000

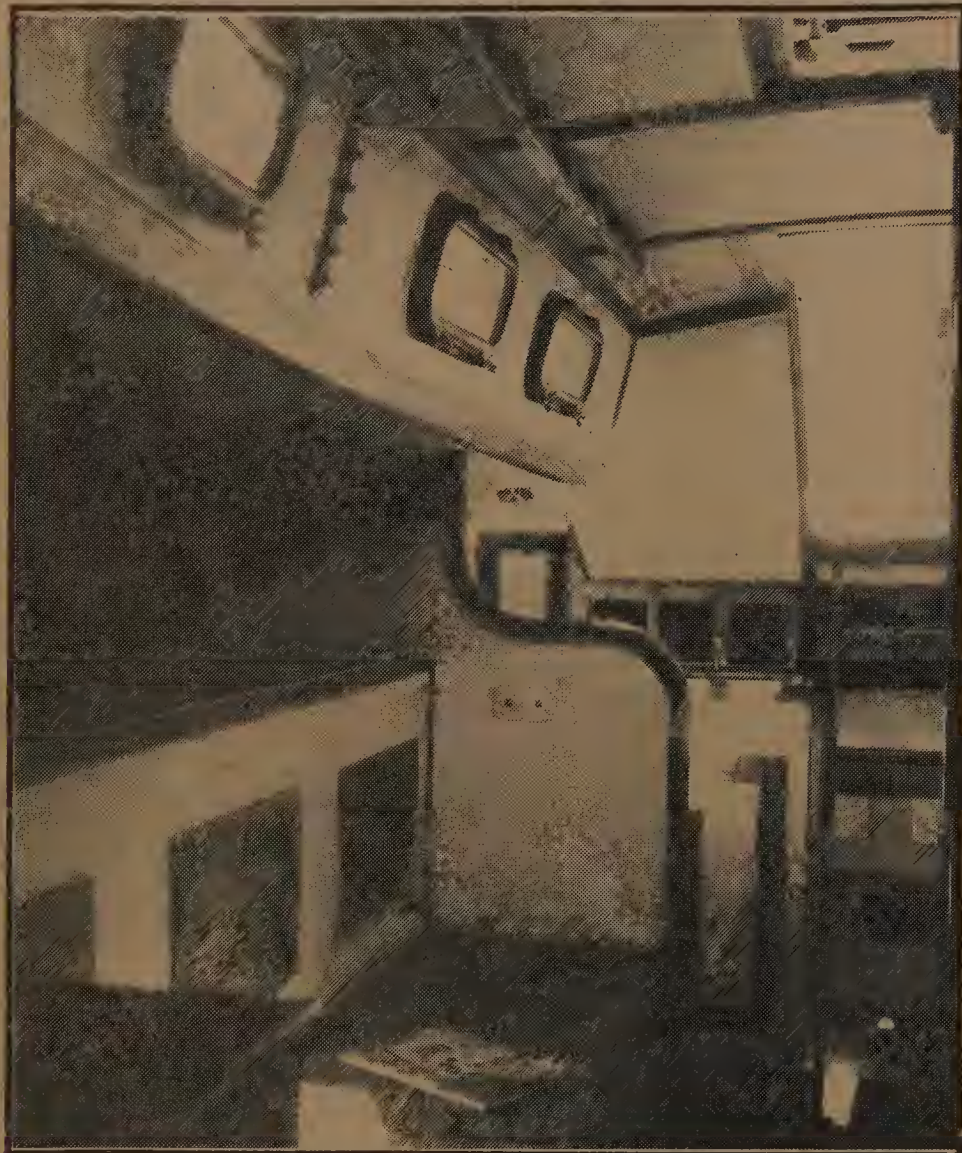


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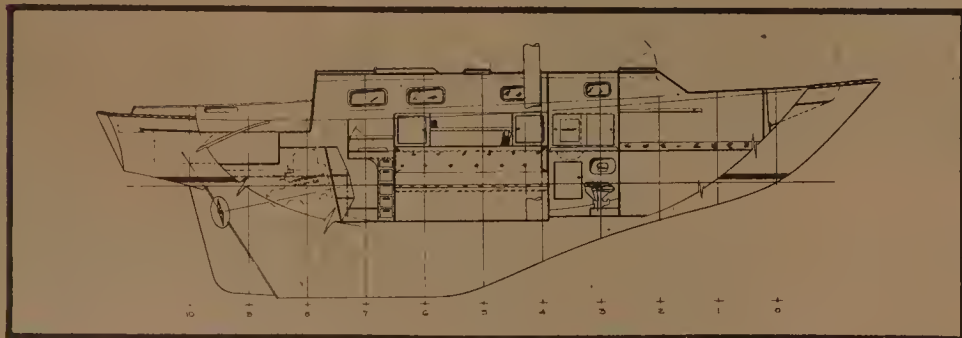
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BAY IS SALT

Once upon a time, but it was a long, long time ago, there were two brothers, one rich and one poor. Now, one Christmas week, the poor one hadn't so much as a crumb in the galley, either of meat or bread, so he went to his brother to ask him for something to keep Christmas with, in God's name. It was not the first time his brother had been forced to help him, and you may fancy he wasn't very glad to see his face, but he said:

"If you will do what I ask you to do, I'll give you a box of breakfast squares."

So the poor brother said he would do anything, and was full of thanks.

Well, here are the breakfast squares," said the rich brother, "and now go straight to Hell."

"What I have given my word to do, I must stick to," said the other, so he took his sloop and set off for southern California. He sailed three days, and at dusk he came to a place where he saw a large harbor.

"Maybe this is the place," said the man to himself. So he headed to the breakwater, and the first thing he saw was an old man tacking out in an old, old wood boat.

"Good even" said the man with the breakfast squares.

"The same to you, whither are you going so late?" said the man.

"Oh, I'm going to Hell, if I only knew the right way," answered the poor man.

"Well, you're not far wrong, for this is Hell" said the old man. "When you get tied up inside they'll all be for buying your breakfast squares, for they have run short on them here in Hell; but mind, you don't sell them unless you get the Taiwan winch that lays on the Devil's boat. When you stand out again, I'll teach you how to handle it, for it's good to grind out anything."

So the man with the breakfast squares thanked the other for his good advice, and entered Marina Del Rey.

When he got in, everything went just as the old man had said. All the yachting devils, great and small, came swarming up to him like ants round an anthill, and each tried to out-bid the other for the breakfast squares.

"Well!" said the man, "by rights my old dame and I ought to have these breakfast squares for our Christmas dinner; but since you have all set your hearts on it, I suppose I must give it up to you; but if I sell it at all, I'll have for it that Taiwan winch that lays on the Devil's boat."

At first the Devil wouldn't hear of such a bargain, and chaffed and haggled with the man; but he stuck to what he said, and at last the Devil had to part with his winch. When

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BAY IS SALT

the man had left the harbor, he hailed the old man and asked him how to grind it; and after he had learned to use it, he thanked the old man and beat home North at hull speed, but still the clock had struck twelve on Christmas eve before he reached his berth.

"Wherever in the world have you been?" said his old dame. "Here I have sat hour after hour waiting and watching, without so much as bull kelp to lay together for the Christmas broth."

"Oh," said the man, "I couldn't get back before, for I had to go a long way first for one thing, and then for another; but now you shall see what you shall see."

So he put the winch on the dinette, and bid it first of all grind gimballled lamps, then a teak and holly cabin sole, then fish, then ale, and so on till they had got everything that was nice for Christmas fare. He had only to speak the word, and the winch ground out what he wanted. The old dame stood by blessing her stars, and kept on asking where he had got this wonderful winch, but he wouldn't tell her.

"It's all one where I got it from; you see the winch is a good one, and the harbor never freezes, that's enough."

So he ground meat and drink and dainties enough to last out till the Twelfth Day, and on the third day he asked all the harbor and his kin to the boat, and gave a great feast. Now, when his rich brother saw all that was in the galley, and all that was in the ice chest, he grew quite spiteful and wild, for he couldn't bear that his brother should have anything.

"Twas only on Christmas Eve," he said to the rest, "he was in such straits that he came and asked for a morsel of food in God's name and now he gives a feast as if he were a lawyer or civil servant," and he turned to his brother and said:

"But whence, in Hell's name, have you got all this wealth?"

"From the lazarette," answered the owner of the winch, for he didn't care to let the jib out of the bag. But later in the evening, when he had got a drop too much, he could keep his secret no longer, and brought out the winch and said:

"There, you see what has gotten me all this wealth," and so he made the winch grind all kind of things. When his brother saw it, he set his heart on having the winch, and, after a deal of coaxing, he got it; but had to pay three hundred dollars for it, and his brother bargained to keep it until Opening Day, for he thought, if I keep it till then, I can make it grind sails and rigging and hardware that will last for years. So you may fancy the winch didn't grow rusty from want of work, and when Opening Day came, the rich brother got it, but the other took care not to teach him how to handle it.

It was evening when the rich brother got the winch, and the next morning he told his wife to go down the dock and varnish the mast and boom and he would stay at home and get the dinner ready. So, when dinnertime grew near, he put the winch on the kitchen table and said:

"Grind herrings and broth, and grind them good and fast."

So the winch began to grind herring and broth; first of all, all the dishes full, then all the tubs full, and so on till the galley sole was quite covered. Then the man twisted and twirled at the winch to get it to stop, but for all of his twisting and fingering the winch went on grinding, and in a little while the broth rose so high that the man was like to drown. So he threw open the hatch boards and jumped into the cockpit,

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San Juan 28



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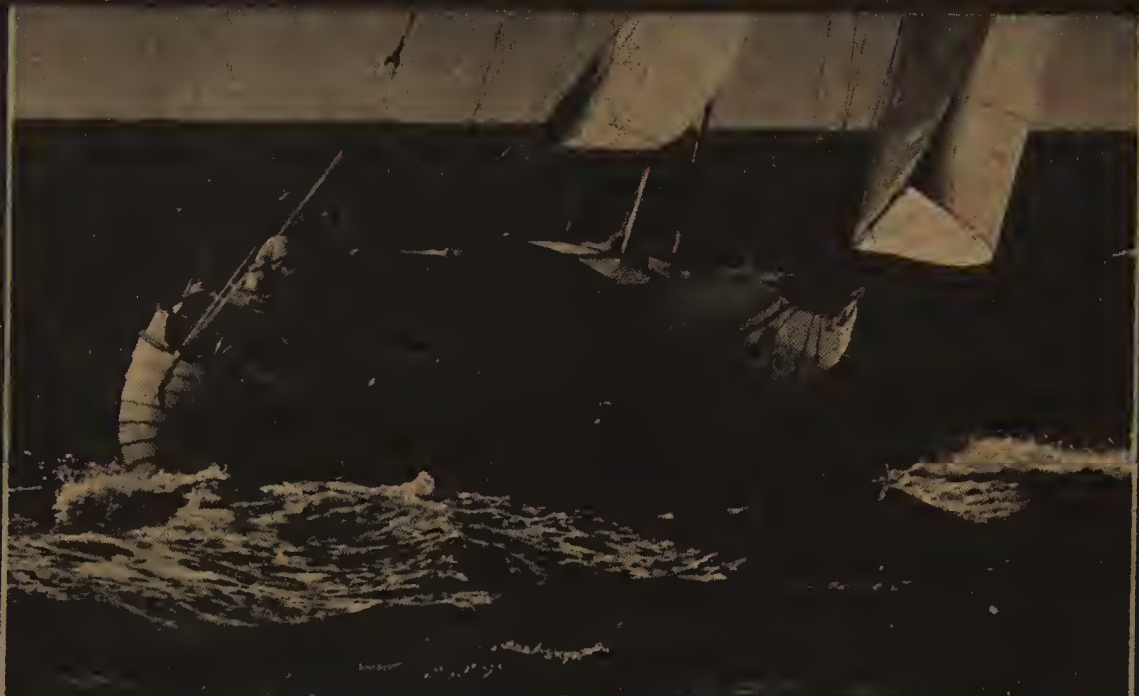
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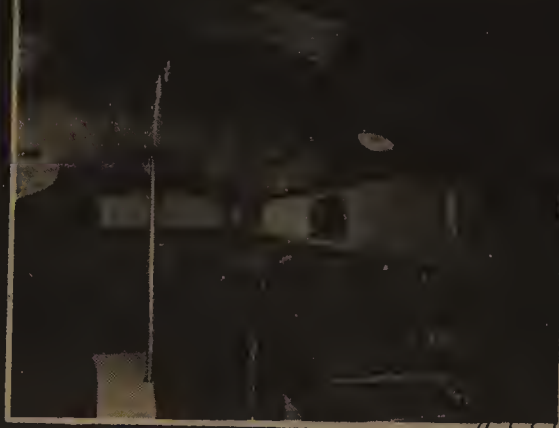


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BAY IS SALT

but it wasn't long before that too was full, and it was only at the risk of his life that the man could leap over the stream of broth onto the deck. He set off down the dock with a stream of broth and herrings at his heels, roaring like a waterfall.

Now his old dame, who was varnishing the mast, thought it a long time to dinner, and at last she said:

"Well, though the master doesn't call me home, I may as well go. Maybe he finds it hard work to boil the broth, and will be glad of my help."

So she sauntered toward the boat, but just as she had got a little way what should she meet but herrings, and broth, and bread all running and dashing, and splashing together in a stream, and the master himself running before them for his life, and as he passed his dame bawled out: "Would to heaven you had a hundred throats! But take care you're not drowned in the broth."

Away he went, as though the Evil One were at his heels, to his brother's house, and begged him for God's sake to take back the winch that instant; for said he:

"If it grinds only one hour more, the whole harbor will be engulfed by herrings and broth."

But his brother wouldn't hear of taking it back till the other paid down three hundred dollars more and had given him his favorite sailing gloves.

So the poor brother got the money and the winch, and it wasn't long before he set up his yacht far finer than the one in which his brother lived, and with the winch he ground so much gold that he covered it with plates of gold; and as the docks lay by the freeway, the gold boat gleamed and glistened far away over the country side. All who sailed by put ashore to see the rich man in the golden boat, and to see the wonderful winch, the fame of which spread far and wide, till there was nobody who hadn't heard tell of it.

So one day there came a skipper who wanted to see the winch, and the first thing he asked was if it could grind salt.

"Grind salt!" said the owner, "I should just think it could. It can grind anything."

When the skipper heard that, he said he must have the winch, cost what it would; for if he only had it, thought he should be rid of his long voyages across stormy seas for a lading of salt. Well, at first the man wouldn't hear of parting with the winch; but the skipper begged and prayed so hard, that at last he let him have it, but he had to pay many, many thousands of dollars for it. Now, when the skipper had got the winch in his hands, he soon made off with it, for he was afraid lest the man should change his mind, so he had no time to ask how to handle the winch, but got on board his ship as fast as he could, and set sail. When he had sailed out the channel, he brought the winch on deck and said:

"Grind salt, and grind both good and fast."

Well, the winch began to grind salt so that it poured out like water and when the skipper had got the ship full, he wished to the winch, but whichever way he turned it, and however much he tried, it was no good; the winch kept grinding on, and the heap of salt grew higher and higher, and at last sank the ship near Redwood City.

There lies the winch at the bottom of the bay and grinds away to this very day, and that's why the bay is salt, and why there is a mound of salt by Pete's Harbor.

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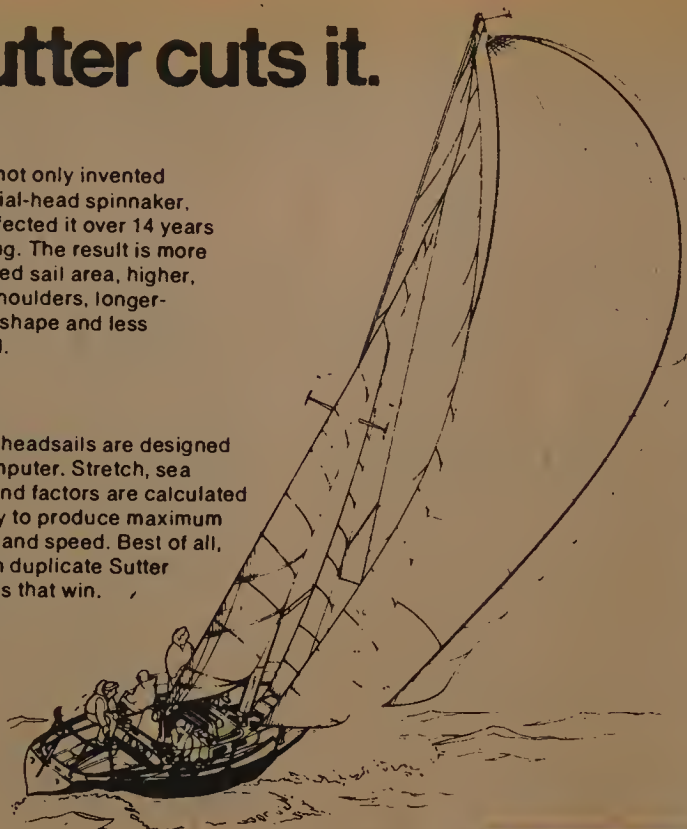
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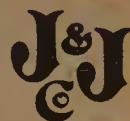
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SIGHTINGS

naked naked naked naked

We give up, our ears can't take another chorus. Everywhere we go, sailors ask the same question and make the same request: "Any more naked girls in this issue?", "I'd like to see fewer articles and more pictures of girls with no clothes." This is the thanks we get for trying to write good interesting sailing stories.

We gave this onerous problem a lot of thought and have finally devised a way of shutting up you sex creeps and separating you from your money at the same time. The solution to all our problems and the answer to your demented dreams is the fabulous new "Latitude 38 Sailing Perverts Calendar", featuring just what you've been asking for. This poster-size calendar will feature your favorite subject on a sailboat, thus perpetrating the hoax that this is really a sailing calendar rather than a sex calendar.

Like all good 'art' calendars, this one will be done in good taste so your normal friends will not smirk knowingly; yet, it will be disgusting enough to satisfy your wanton cravings. Knowing you deviates would only want it one way, the photo will be very large and the numbers almost unreadable.

We can just hear you now, "How can I become the first on my dock to get my very own 'Sailing Perverts Calendar'?" We can tell you now it won't be available in any respectable store, or obtainable from Sail, Yachting, Pacific Skipper or any similar upstanding publication. To get the calendar, perverts must subscribe to Latitude 38 at the special extortion rate of \$6.00 a year. (The \$1.50 over the regular subscription rate helps pay the poor girl who is going to freeze half to death getting her picture taken on San Francisco Bay in the winter.)

We have included a special subscription form for perverts in this issue on Page 48. If you do not want the calendar, but do wish to subscribe to Latitude 38, check the box labelled "Sexually Mature". If you are one of the thousands of perverts who have been pestering us, check the box labelled 'Pervert Sailor', and enclose \$6.00. If you already do subscribe, you may get your calendar free by sending a card with word name and the words 'Sailing Pervert'. In the event of any 'national emergency', we will without hesitation turn over our entire 'perverts file' to anyone claiming to be a government official. Perverts who mail in subscriptions now should be receiving their calendars just after the first of the year, so subscribe now. Once the supply runs out, we will not bother with you turkeys again.

(For those of you who are either female or non-vegetarians and would prefer a "beefcake" calendar to "cheesecake", you will get yours if the demand warrants it.

the coast guard gives up too...

But they aren't going to start printing 'dirty' calendars. For the last few years the Coast Guard has been under pressure to monitor CB radios for emergencies. The idea was that CBs were both popular and inexpensive, and lots of people were buying them.

The Coast Guard resisted for a long time, on the grounds that they already monitor the usual frequencies and that CB channels were certainly the most abused frequencies of all. There were other reasons. Reluctantly, the Coast Guard has given in, and is making plans to monitor certain channels in the near future. But, they make it clear that they are not particularly happy about, and that they recommend you purchase a VHF radio rather than a CB for use in emergencies.

Now, we suppose, is the time for those who are so inclined to lay claims on their favorite nautical 'handles'.

electronics, thru hulls, sextants

We don't imagine there have been many people who have purchased sailboats who have not mused to themselves how pleasurable it must be to make a

living as a yacht salesman or yacht broker. Want to know how much fun it can be?

Several weeks ago one new sailboat dealer was hurrying about taking care of the endless last-minute details before delivering his first new boat. After having made the necessary big investment, after spending the time and money required to get his product known, he was ready to enjoy the first fruits of his labors. He probably went to bed that night before the delivery with a harried smile on his face, tired but knowing that the boat was

ready for delivery. Unfortunately, it wasn't. During the night some wonderful folks removed thousands of dollars of electronic gear, and to cap it all, removed the thru-hull fittings.

There was no insurance to cover the loss, and the new owners policy did not take effect for another day. Well, a man's word is his word, and the dealer ran around the next day, paying retail for replacement equipment and getting a group together to install it, so the boat could be delivered on schedule.

Some fun, eh? Lots of glamor too!

is it work

or

is it play



What's going on here? Many women sailors might have the mistaken intuition that these are four pictures of a man fooling around — while his wife is probably hard at work.

This man is not fooling around, he is working very hard. His name is Paul Slivka, and he along with his wife Mary, and their daughter Amy are preparing their trimaran Harmony for a non-stop passage to the Marquesas. Specifically, Paul is testing some new boat gear, namely that round thing that bears a strong re-



semblance to, and in fact is, your average patio umbrella. Paul bought the um-



brella for \$24 and feels it is a considerable bargain because of its numerous and varied applications.

While sailing in the tropics, the umbrella can be used in the cockpit as a much needed sunshade — and item they feel was much needed during their last trip. If, heaven forbid, they ever have to



abandon their boat, the umbrella can be taken along on the dinghy and be used to catch rainwater. And, as Paul so well demonstrates in the pictures, the patio umbrella makes a rather spectacular spinnaker if it stops raining and they want to try and sail toward land or a shipping lane. Clever, no?

So you see ladies, even though departure date is very near and Paul appears to be fooling around, he is really working very hard. So is his wife Mary, who today, just as she has been doing for the last several days, has been on her hands and knees scrapping all the paint off the decks with a putty knife.

But, a yachtsalesman has it better, doesn't he? Certainly, it is a well-known fact that when yacht salesmen get tired of rolling in their money they chase untold numbers of tan women. But they too, have their off days. Here, for example, is what happened to one salesman only a few days after the aforementioned dealer got ripped off.

The salesman was sitting in his office, taking a few mintues off between thousand dollar commissions and minding his own business. A gentleman walked in and asked if anyone was interested in buying

a sextent for \$100. Recognizing a sailor down on his finances and knowing, a good deal when he saw one, the salesman handed over the \$100 and took the sextent outside for a few shots to see if he was where he thought he was.

In the meantime, the former owner of the sextent counted his money, unplugged the salesman's print-out calculator, and slipped out the door. Four hours later when the salesman discovered his calculator missing, he had good reason to believe he had been screwed. His beliefs were confirmed a few days later

when the police confiscated the sextent as stolen property.

Selling boats, more than just a job — it's an adventure!

Stealing marine gear, or anything for that matter, is pretty sleazy business. We'd like to do our part to help prevent it. If you have had marine gear stolen, we'll be glad to list the gear as stolen in our "classy classified" section at no charge. Send a list of what was taken, when it was taken, and where it was taken from to: STOLEN, c/o Latitude P.O. Box 1678, Sausalito, Ca. 94965.

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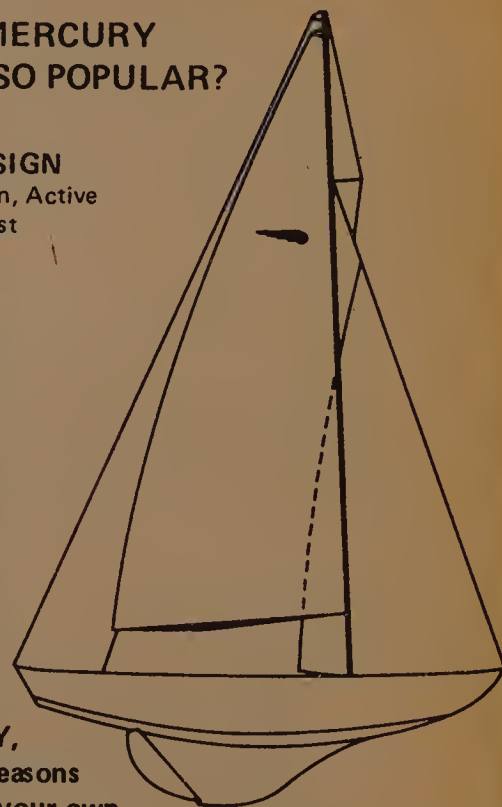
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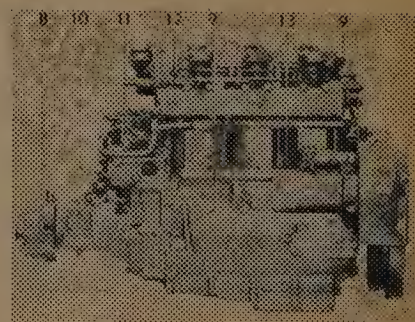


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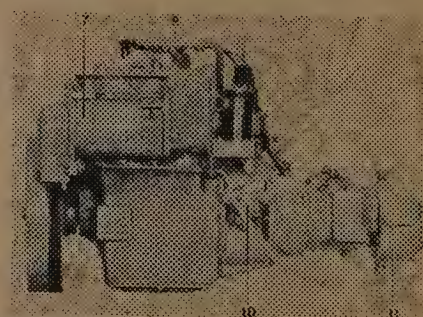


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ALASKA STYLE



On the rocks, Alaska style.

I wish I could tell you all the experiences we've had in the last month. You'd be as proud of the boat as I am. Not the typical pride of a new boat owner that just invested 50 big ones in a shiny new hull. I mean pride in performance and endurable hull.

It all started September 17 — the last race of the season for our "Wm. H. Seward Yacht Club." I had no crew and picked up a rookie off the docks . . . just 10 minutes before starting time. Sloppiest bit of tacking you have ever seen, 35 knot winds and 4 - 5 foot beam seas — heaviest weather helm yet. Everybody sailed with reefed mains except us. We ran under full sail in rain and snow.

We finished the 8.6 mile course with the 2nd best time: 1 hour, 8 min. 14 sec., for the winner, 4th overall. SHIT.

Since then the weather got worse, the following week-end we went out in the Gulf; 35 - 40 knot winds and twelve foot seas. Snow covered mountains and glaciers glistening in the moonlight. A beautiful experience.

Two weeks ago, October 8, we experienced the fear of all men who go to sea. One o'clock in the morning, zero visibility, gale force winds, rain and hail falling, salt water spray whipped horizontally off the tops of the waves. Blown 3 miles off course and crashed on the rocks off Bear Glacier.

We were pounded by the waves and surf for three days before the Coast Guard could even think of coming to take us off the rocks. The cutter "Cape Jellison" came from 200 miles east of us from Cordova. A helicopter from Kodiak, 250-miles west of us, made two attempts, but couldn't make it through the scudsy weather.

The tides here range from 18 to 24 feet and twice a day we just got picked higher and higher onto shore by 12 to 15 foot combers.

The Pearson hull withstood the pounding and crashed off

the rocks and surf.

Last Friday, October 14, we towed the "Norseman II" off the rocks and sailed back into port. Needless to say, the wind was blowing steady 40 knots, gusting to 55, (In the Gulf the winds were steady 50 knots, gusting to 80 with 25 foot seas. There was no damage to the hull, rudder, or prop. The gelcoat was chaffed badly — but that's only cosmetic.

Now, aren't you proud of your boat?

We've got 5 to 8 feet of snow in the mountains and 1 to 2 feet in the valleys and town. It's almost time to bag the sails and wax my skis.

But first I'm going back for another weekend of sailing. The storm and low pressure has moved east and the winds abated to 25 - 35 knots.

You really have no idea what effort we go through to go sailing. The harbor is 125 miles south of Anchorage. We have to drive through the Kinai Mountains and 4 feet of snow — but sailing in Alaska is worth it. We've got the most beautiful, awesome rugged coast in all North America.

Back to my boat. People look at a picture of my boat lying on the rocks off Bear Glacier and feel pity. Hell! Walk out your back door and look at the boats tied up in the Estuary, floating in sludge and sewer outfall. Now, that's a pity. A boat, like a beautiful mistress, has her pride and dignity and shouldn't be subjected to such a degrading existence.

A boat is a lock and a key to a thousand dreams. "To sail on a crystal clear ocean and ride on the crest of a wild raging storm, to move among the whales and play with the porpoises . . . to be free as a wind swell" . . . that is the purpose of a boat.

Storms and rocks are part of the adventure in living, and should be taken in stride.

— Paul

PS. The boat is in a safe harbor, but that is not what boats are made for.

TIGERS TALE

PART III



Right at this moment we suppose hundreds of our readers are asking themselves, "Whatever happened to that dude Tiger who appeared in the second and third issues of Latitude 38?" For those of you who don't remember, Tiger is the fellow who is going to sail around the world singlehanded, non-stop, in a 25' Sea-Horse yawl. Where is Tiger now, you wonder? Well, we saw him just the other night in a "girlie" theatre in Oakland.

Now that you are through laughing, smug in the belief that Tiger is full of more breeze than the bay in the summer, we'll continue. Tiger was working as a projectionist scrapping together a few last minute bucks for the all-too-little ships coffers. Money is a problem, particularly when things like freeze-dried food eat up valuable money previously appropriated for boatgear.

Not everything has been going against Tiger; some companies have chipped in to help him out. Wesmar Electronics is one such company, having replaced Tiger's small troublesome sonar with an SS90 that has been working perfectly since the day it was installed. A second company that has pitched in is Microchart, formerly owned by a couple in Washington, and recently purchased by Chuck Barkee of San Rafael. Chuck is supplying Tiger with over 50 charts and a 'reader' for the voyage. Microcharts are very small charts on film used with a reader — the same principle as micro-film.

Tiger's limited successes with sponsors for the voyage have been offset by rising costs; consequently, he will not be making the trip with all the gear that he had hoped. Food has been a major setback. In March of 1976 a year's supply of lightweight freeze-dried food cost \$450. Today, that same \$450 buys only a 4-month supply — an increase in price of about 300%. This virtually eliminates the possibility of Tiger being able to afford an auto pilot — the one piece of equipment Tiger thought almost essential. We wouldn't want to be covering many bets on sailing around the world non-stop without a steering aid, but Tiger assures us that he has survived a war, a concentration camp, and the social security system — all by taking things one day and one problem at a time. Tiger says he is going to leave on schedule, and will simply make do with what he has. Other items that Tiger would like to have, but doesn't, are a ham radio, more clothes, more food, and more music tapes. (If you are feeling generous, we will put you in contact with Tiger.)

Tiger, who hopes to be sailing off South America when he turns forty-four has more worries than just lack of certain desired gear and supplies. He fears that his communications via VHF radio to other vessels will not be passed along for two reasons. First, he fears that without a good record of radio contacts people will suspect him of sailing down the coast and hiding out for a suitable amount of time before returning. Secondly, he worries that no one will be able to track him in the event some mishap occurs. Tiger is also concerned that the Coast Guard might seek to stop him on the grounds of embarking upon a "manifestly unsafe voyage".

The one thing Tiger is not worrying about is the Social Security system which has been threatening to take him to court over the sum of \$743 which they claim they overpaid him. Tiger will be gone before a court date could be arranged. Tiger would like for nothing more than to return home to a subpoena, figuring that if he finally gets his day in court he will not only get to keep the money he has already been paid, but also would win a large sum in backpayments he believes the government owes him.

Readers who think Tiger is nuts for planning this voyage will probably see the route he has chosen (see accompanying drawing) as further evidence. We attended the gathering of sailors who came up with this route, and when we opposed it,

TIGERS TALE



Proposed Route of the Yawl Capella

they all thought we were nuts. We have not done much studying of ocean passages, but we'd still opt for sailing in warmer climates and take our chances fighting off the required pilots on the way through the Panama Canal.

According to those who must know more than we, the winds and currents should be favorable at least to the Cape of Good Hope. This is based upon the premise that Tiger can average 4 knots in his 25 foot boat. We figure sailors can survive indefinitely in a stout small sailboat, but averaging 4 knots over a very long passage, particularly without an auto-pilot, is a whopper of a premise. Tiger's dream is to be able to average 4 knots over the entire route of approximately 28,046 miles; thus making the circumnavigation in about 300 days. According to his investigations, no other American has made such a voyage in a small boat, and nobody has made it in such a short time. Sailors from England, France, Germany, and other countries have made the voyage in small boats, and the best time Tiger can uncover is 350 days.

"Talk, talk, talk", you say, "when is he going?" Tiger is going to quit his job on December 15th and haul out for final details. He assures us that he will be heading out the Gate with the first tide on January 1, 1978, and will be gone.

Almost immediately Tiger will probably face one of the

biggest tests. Due to the time and efforts required to get the boat prepared he has not had an opportunity to thoroughly check out all the systems under arduous conditions he will surely encounter along the way, nor has he been able to sail the boat extensively. If he can make it past Conception without suffering breakdowns or becoming demoralized, he should have a long period of pleasant warm weather sailing during which assorted problems can be given as suitable attention as is possible at sea.

Why, you wonder, is Tiger making this trip at all? We've tried to explore this question with Tiger several times. He says "I want to make the trip because I want to make the trip". He says he is different, not like everyone else, and wants the personal satisfaction. He says he was born and raised a wandering Jew and will probably die that way. He says there are many things to experience out on the ocean, and if you put yourself out there for a long enough period you will experience them if you like it or not. He says that he wants to do something more spectacular than just survive. We like Tiger a lot, but we're not sure we understand the fundamental motivations involved.

Several sailors told us they don't think Tiger has a chance to complete the voyage as he has proposed it. Maybe, maybe not, but as Tiger says, "There are no guarantees in life".

-Latitude 38

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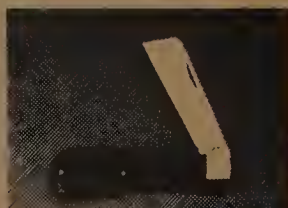


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SAN DIEGO SAILING

John passed me my second Bloody Mary as we ghosted along, and the clouds parted to reveal the beginning of a beautiful sunset. It was to be one of those rare voyages, without the kids, and after days of preparation I was finally beginning to unwind.

The difference was, this time we were not yet aboard the boat, but on a PSA jet headed for a "no sweat" weekend in San Diego. We had contacted David Van Moos of Set Sail charters and arranged to

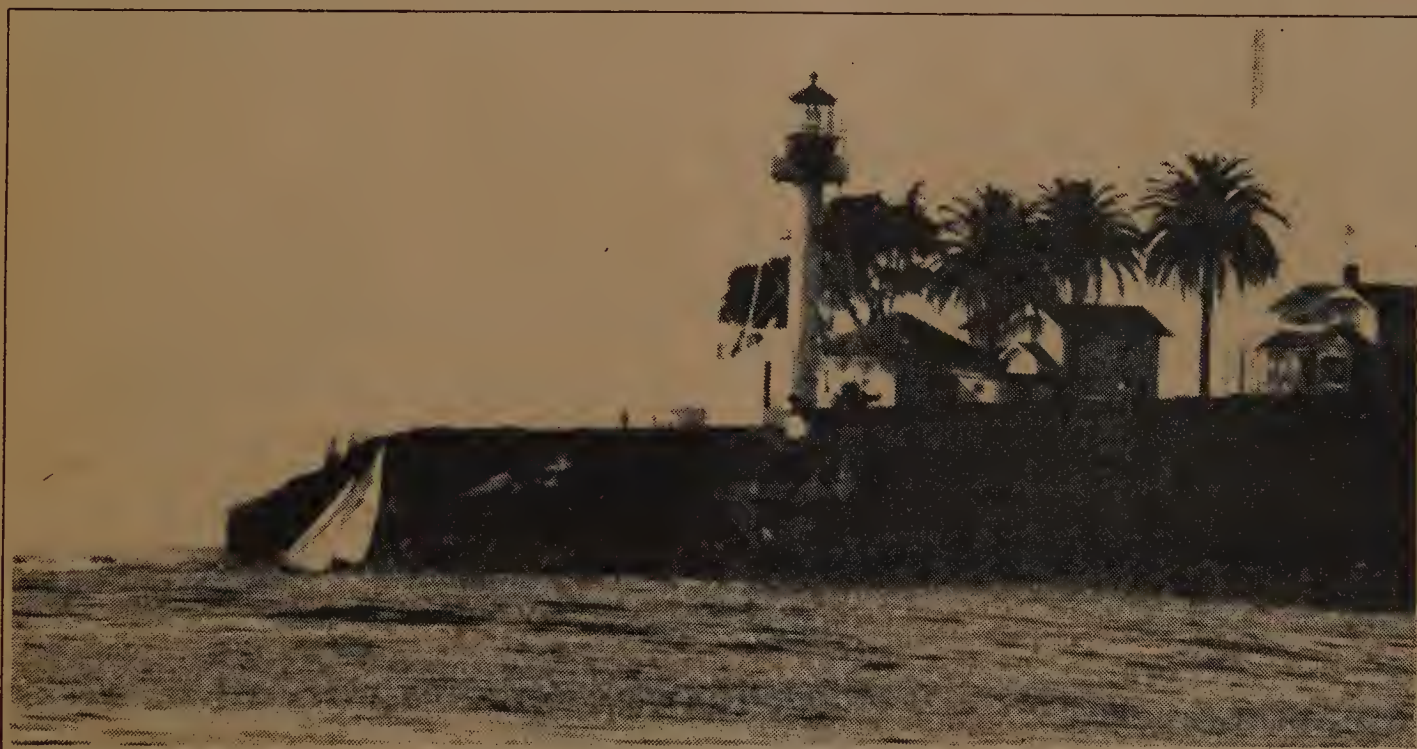
David, the owner, met us at the airport in his van and revealed that he was a transplant from Sausalito and a refugee from the menswear industry. We loaded our suitcase full of jeans and T-shirts and our 150% genoa bag stuffed with sleeping bags, life vests, foul weather gear (in case of rain) and towels.

We made a short stop at Safeway for coffee, juice, sweetrolls, cheese, fruit, pretzels, and beer, which we felt were the minimum staples for survival between

offer delectable fresh seafood or beef, hearty homemade chowder and hot bread. The brown bread was so good that I purchased a loaf for the galley. We were grateful for the balmy hike back to the harbor, stopping briefly for a snifter at the Silvergate Yacht Club.

If you're not a yacht club affiliate you needn't go thirsty. There are saloons and nightly entertainment at all of the Shelter Island Hotels.

The next morning I was amazed to



On the rocks, Point Loma style.

charter a Cal 2-29 from his fleet on a special he calls the Weekend Holiday. He allows you to board at 1500 on Friday and stay aboard until 0900 Monday at the Saturday/ Sunday two day rate. What a deal!

I had picked up John at work and went straight for the airport. With PSA's frequent flight schedule, he'd be back in the office by ten Monday morning. It seemed like a great way to stretch the weekend.

This was our first experience chartering. We had read the brochures from the three charter agencies in San Diego and discovered that Set Sail's rates were somewhat lower than the other two. We had one of our spies check out whether the boats were falling apart and when we received the good news that they weren't, we signed up immediately.

restaurants and yacht clubs. It took a little concentrated effort to avoid picking up the usual peanut butter, Froot Loops, and Pampers.

Set Sail is located at Shelter Island Inn Marina, five minutes from the airport, and the hub of the San Diego sailing community. The Silvergate, San Diego, and Southwestern Yacht Clubs all have beautiful facilities in Shelter Island Yacht Harbor, which accommodates about 2,000 boats. There is also an assortment of tropical hotels and varied restaurants, with good smells emanating from such places as the Bombay Bicycle Club (currie), The Boll Weevil (hamburgers), and The Red Sails Inn (seafood).

At David's suggestion we took a pleasant 15 minute walk to the island entrance for dinner at The Brigantine, and a commendable meal it was. They

look down from the ramp and see the bottom of the bay. They have cleaned up the water to such a degree that you can see your rudder, or the seaweed growing in the ocean to a depth of about 10 feet. But the reduction of pollutants has also stimulated the growth of Tubeworm Coral which assault the bottom of boats with a characteristic 'Rice-Krispy-like' crackling against the hull. It's eerie!

After inspecting the boat and a quick consultation with our host, we were off in search of Quivera Basin in Mission Bay, an eleven mile jaunt. We had been warned to stay in the channel out to bouy 5 or 3 to avoid the huge kelp beds along the shore, but we still managed to trap a nice bouquet with our rudder, which John, perching precariously over the stern, attempted to dislodge with the boathook.

When the wind is fickle, the sail to

SAN DIEGO SAILING

fabulous Mission Bay can be a leisurely, all day voyage with an overnight at anchor or berth in Quivera Basin. We chose instead to eyeball the 4600 acre aquatic park and then head back to Glorietta Bay for the night.

On the tip of Point Loma is a picturesque operating lighthouse, but tempting as it was to approach it, we had been warned about breaking surf and rocks in the area. On our return we watched the Coast Guard attempting to rescue another sailboat which, having ventured too close, was being battered against the rocky shore.

As we continued up the channel and into San Diego Bay, it San Francisco in microcosm, with the Navy, commercial fishermen, and pleasure boaters all vying for their own territorial waters. The Navy's North Island was a fascinating collection of sleek jets, huge bug-like helicopters, and ships abuzz with sailors lining up for shore leave; the weekend assault on San Diego.

As we passed the Embarcadero with its tall hotels and tourist enterprises, I had a fleeting impulse to try rafting up to the magnificent iron-hulled barkentine "Star of India" on display there with its square-rigged sails unfurled as if ready to cast off and sail away. The rafting-up idea waned however, and we continued toward the high curving bridge that connects San Diego with Coronado. We were looking for the channel which begins near the west end of the bridge and leads to the Coronado Yacht Club. The sun was setting and I was at the wheel, meandering around while John scrutinized the chart, when I suddenly felt the keel sink into something soft. "Oh God", I cried and craned the wheel hard to port, praying we'd not spend the night in the middle of San Diego Bay, stuck in the mud. A merciful puff of wind heeled us a little and we sailed free. It had only been a momentary grounding, but my heart was in my throat! I steered back toward the bridge and refused to come about until John assured me repeatedly that he was positive he knew where the channel was. (There was one marker missing which had confused us in the dark). Finally I was able to zero in on the range markers and we motored up the channel past a covey of cruising yachts, trimarans, and assorted funky crafts at the free anchorage at the base of the bridge.

The Coronado Yacht Club was a welcome sight and there was, fortunately, one spot left at the guest dock. They also had lots of anchorage but I was in no mood to row to the bar. As I nosed up toward the dock, I momentarily

forgot that I was not dealing with my own puny prop which, when thrown in reverse, continues to glide forward with a mind of its own until it feels like stopping. The reverse on the charter boat was so responsive that it stopped on a dime about 10 feet from the dock! We immediately began to drift sideways and I was torn between running to starboard to fend off the exquisite yacht we were about to sideswipe, or throwing it into forward again to reach the dock. John, on the bow, threw a line to a waiting hand and we miraculously managed to avoid any contact with surrounding vessels. My ego was in disrepair though, especially when I went ashore and saw the crowd at the window who had obviously witnessed the scene. My most embarrassing moments have all been at the helm.

The rest rooms and showers at the Coronado Yacht Club rate ten on a scale of ten, and that isn't just because I was desperate to find a hiding place. I could have moved right into the women's dressing room and camped for a week. It is new and plush with everything including heaters, a hide-a-bed, and sexy make-up mirrors.

When I could finally tear myself away, we headed for Orange Avenue, the main street in Coronado. It is lined with shops and restaurants and we had lots of company wandering and window shopping.

Tempting the palate were "The Brigantine", sister to the one on Shelter Island, "Mulvaney's", and "The Chart House", housed in the picturesque former boat house of the historic National Landmark, Hotel Del Coronado. The hotel, opened in 1888, was where Edward, Duke of Windsor, met the woman for whom he gave up the throne of England. A stroll through the hotel is a must. On Saturday night it was alive with throngs of gowned and tuxedoed party-goers, but nobody seemed to notice our casual sailing garb. There were art shows, displays, shops, ballrooms, bars, opulent dining rooms, and much pomp, which we observed amusedly. There was also an oceanfront beach and pool area for a balmy moonlight stroll.

Our itinerary for Sunday called for a short daysail to Islas Los Coronados, a group of rugged, rocky islands in Mexican water eleven miles southwest of San Diego. The Pitcairn Island segment of the first "Mutiny on the Bounty" was filmed on the largest, most southerly island, which is inhabited by a Mexican fishing colony.

The brochure says "it's a three hour sail" but we soon realized it would take a

lot longer at the two knots we were making, we decided we'd have to visit the scenic Coronados another time. Leisurely cruising is one thing, but this was ridiculous!

On the way back we managed to find a bit more wind, but we empathized with the frustrated racing fleet as they sailed from hole to hole, their spinnakers often draped like laundry on the line.

Getting back inside the bay at 4 p.m. was like rush hour on 101. Since San Diego Bay is considerably smaller than San Francisco Bay, and all the boats must enter via one channel, the entrance was literally jammed, with puffy wind adding to the excitement. To further complicate the situation, one club's finish line was set up directly in mid-channel so hundreds of boats finished the race they never started!

Our plans called for showers and cocktails at the San Diego Yacht Club, but they were obviously having a "do" with boats three deep at the guest dock. We shifted gears and tied up instead at the beautiful Southwestern Yacht Club nearby. Their clubhouse is very plush and we spent a pleasant hour at a window table watching the yachts return and eavesdropping on the usual post-race excuses, complaints and boasts.

After cocktails, we were intending to visit Harbor Island and dine at one of the recommended spots — either Tom Ham's Lighthouse or El Torito. However, one whiff of the sumptuous buffet being set up at Southwestern and we were trapped; seduced by barbecued spareribs, succulent roast beef, a dozen different salad bar items, "soul" vegetables, scalloped potatoes, and banana pudding for dessert. All this for a mere \$4.25, with the house wine, Inglenook, at \$3.50 a carafe. Incredible! After that feast it was impossible to consider moving our bodies, let alone our boat, so Harbor Island lost and we spent the night moored right where we were.

Monday morning and time to return to reality. In five minutes we were packed and ready to return the boat. (Amazing how quickly it can be done when you don't have to hunt for misplaced teddy bears and size two socks). The waistline of my slacks convinced me to forget breakfast at the Shelter Island Inn, and settle instead for coffee and juice aboard.

A short buzz through the morning mist brought us back to Set Sail where David was waiting to drive us to the airport. We felt renewed and relaxed, in contrast to the exhaustion we sometimes feel when returning from a cruise on seldom tranquil, often treacherous San Francisco Bay.

CHARTERING

The Charterboat Sailor's Complete and Unabridged Chart of San Diego



Chartering, I'm told, can be a sobering experience. Oh, the stories I've heard! I think some points must be considered by the first time charterer. At first glance it seems expensive, but consider that you are paying for lodging and transportation, and compare it to the cost of a motel room and rent-a-car. We opted for dinners ashore but the boat was well-equipped for cooking aboard with a gimbaled alcohol stove and plenty of pots and pans plus complete barbecue equipment.

As far as the condition of the boat, one must realize that people do not take care of rented items as they would their own. Consequently, we found a few cigarette burns in the decking, some underground knots in the lines, and the sails in somewhat less than racing condition. (The jib had been stuffed in the binnacle cover.) But items of this nature are due obviously to inexperienced or inconsiderate customers.

What you should expect is a clean boat, with appropriate safety equipment aboard and in proper working order, rigging adequately tuned, and a reasonably clean bottom.

Plan time for a complete inspection and inventory of the boat before you depart.

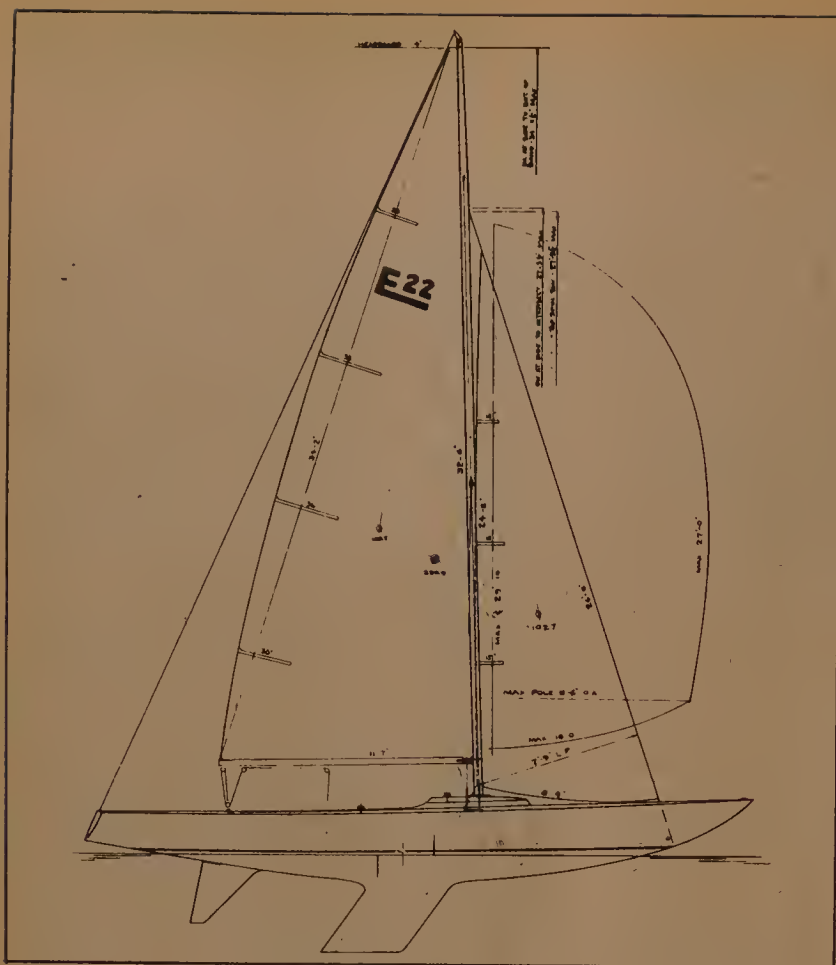
Be sure you understand the proper operation of the engine, stove, and reefing system. Check that gas and water have been topped. Be sure there are dry matches, paper towels, toilet paper, letter bag, first aid kit, and a working flashlight aboard. Locate the winch handle, (ours was in the oven) and the dinghy and pump if provided.

For maximum comfort and minimum aggravation, I suggest that in addition to the obvious clothing, bedding, etc., you bring your own sharp knife, matches, life vest (those provided are the standard uncomfortable type and often musty from disuse), dish towel, sun screen, and a roll of tape which we found has myriads of uses such as improvising a paper towel shade for a revealingly bare port.

San Francisco Bay probably has the great sailing, but when you're ready for a brief change of scene without blowing a month's salary on air fare, try cruising San Diego. The coastal and offshore destinations are enticing and the climate is touted to be exceptional the year round. It must be true, we saw lots of cards posted offering slightly used foul weather gear for sale!

Set Sail charters boats starting with a Ranger 26 up to a Peterson 44. They are located at 2071 Shelter Island Drive, San Diego 92106. (714) 224-3791.

—Sue Rowley



E22

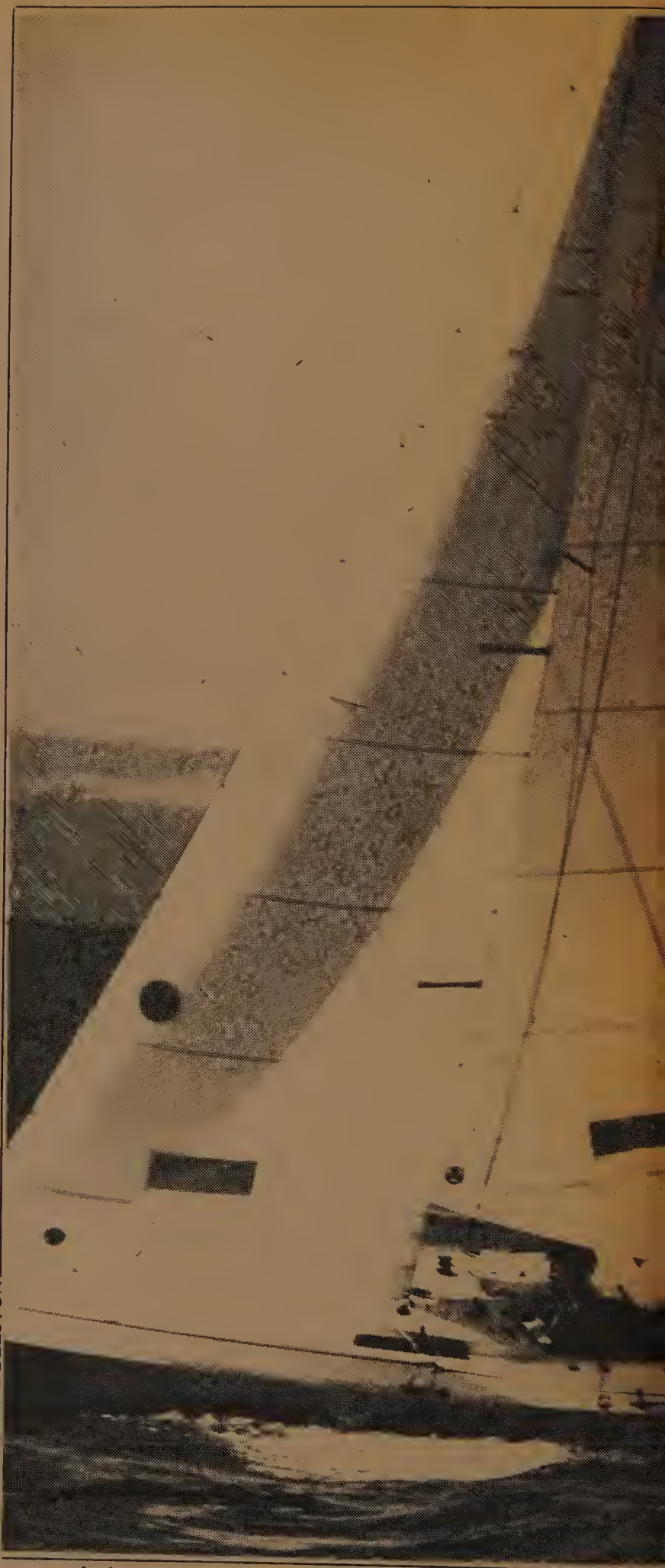
As a general rule, one-design racing boats sell well where they are manufactured and where there is an aggressive dealer structure. This generality would not explain the continuing rapid growth of the Etchells 22 fleet on San Francisco Bay. The Etchells are sold by licensed manufacturers and the two closest to the bay area are Driscoll Custom Boats in San Diego and Teitge Boat Works in Tacoma — both a good distance away, and both with a six-month wait for delivery. What makes the Etchells grow?

Performance is certainly one reason. The Etchells 22 is the result of a design competition for a 3-man Olympic keel boat sponsored by Yachting magazine in 1965. Skip Etchells designed and built the prototype on Long Island Sound and then took the boat to Germany two years in a row for trials against worldwide competition. In 1966 he won 8 of 10 races, in 1967 he took 10 of 13.

When Etchells returned to the states, it was not surprising that there was great interest in the boat that had done so well against the other new designs as well as against suitable yardsticks like 5.5s and Dragons. In 1968 an order for 12 boats was placed with the Old Greenwich Boat Company, and fleets began to form in the Northeast and the Great Lakes. By July of 1974 the class was officially granted international recognition and has continued to thrive across the United States as well as in 8 other countries — notably Australia, Bermuda, and England.

The Etchells has courted a reputation for providing a thrilling sail on a simple and moderately expensive boat. Some boats have been clocked planning at speeds up to 18 knots — sufficient to satisfy the younger sailors. Despite its potential for raw speed, the Etchells is most popular with the racing sailor on the tranquil side of 30. Very strict class regulations insure that bucks and brawn are always of secondary importance to refined sailing skills. One Newport Beach sailor who is paralysed from the waist down, for example, has proven to be formidable adversary under these strict rules. Running rigging is about the only aspect of the boat that can be tinkered with, so the class offers a welcome haven for those who have tired of the I.O.R.

PHOTO BY DIANE BEESTON



money drain.

At last years San Francisco fleet meeting there were but 3 members, this year there were 16, and by the time the 1978 Worlds in Newport Beach roll around, it is expected there will be over 25 boats in the local fleet.

The first Etchells appeared on the bay in 1968 and belonged to Dr. Jack Morris who tried to get a fleet started. The time was not ripe and the boat did not catch on, but it did catch the eye of boatyard owner Hank Easom who eventually got the fleet off



the ground. At the time Easom was racing his six meter Yucca, but in 1974 got fed up with the I.O.R. and bought an Etchells. A short time later John Ravizza bought one and Wildfire and Panama attracted the interest of experienced sailors as they chased each other around the bay. Jim Truman, who raced Moonshadow in the SORC with his family, bought one, so did El Toro and Hurricane sailors Milt Morrison and Bert Claussen. I/C sailors John Dreyfouss and Fred Cox have joined the fleet, as have Emil Mosbacher III and Dick Matthews both who have

been involved with 12-Meters. Other sailors who have jumped on the Etchells bandwagon are Tom Price from Cal 20s, Doug Russell from Rhodes 19s and Shields, Russel Holm from Stars and Dragons, Bob George from 110s, Ericson 27 champ Vito Biella, International 14 champ Steve Toschi, and others.

Besides being a simple, fast, moderately priced boat, the Etchells has a good fleet spirit. Fast, hard sailing is the byword, and squabbles and backbiting are discouraged. Etchells 22, getting back to the basics. — Latitude 38

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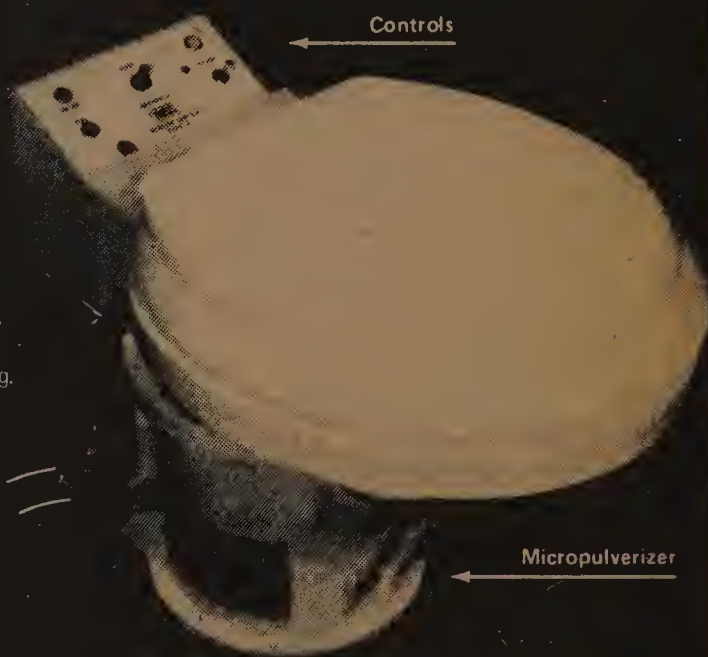
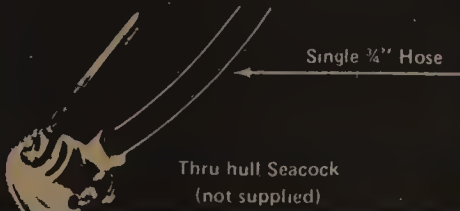
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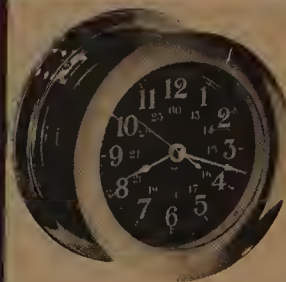
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If you've got a headache now, just wait until you finish this article. Like it or not, the deadline for making a decision on what kind of head you want on your boat is fast approaching for many boatowners. You may choose to ignore this deadline, but when the next one rolls around in 1980 you may regret that you did not exercise the one option that expires shortly.

The entire issue surrounding marine head requirements is controversial. Many local sailors reject the need for more stringent requirements pointing out that tides flush the bay twice a day. Others claim that some of the new devices create more serious pollution problems than they are solving. Frankly, we don't think anybody really knows, and even if they did broad regulations cannot account for the almost infinite number of environments involved. There simply is no perfect solution to the problem.

Nevertheless, the laws are on the books, and they too are confusing, riddled with exceptions, and susceptible to various loopholes. No matter which side of the controversy you are on, the law can be made to appear absolutely absurd under certain circumstances. The terminology is equally befuddling. For example, a 'new boat' is not necessarily a new boat at all. Many boats which are 'new' under the law have been floating, sailing, and in general behaving as though they have been around for a good many flips of the calendar.

The following is how we interpret the new regulations that are about to affect local yachtsmen. First, forget the terms 'new boat' and 'existing boat' — they will only confuse you. If your boat's keel was laid prior to January 30, 1975, the options in the next paragraph apply to your boat. If your boat's keel was laid after January 30, 1975, skip the next paragraph. Do not, we repeat, do not read the paragraph that doesn't apply to you, you'll only be confused. The different types of heads (there are three) will be defined after you read the options that are available to you.

KEEL LAID BEFORE JANUARY 30, 1975

You have two options facing you, and you have until January 30, 1978 to make your decision. 1) You may install a Type I marine head by January 30, 1978 and use it for as long as it continues to function. When it macerates itself, you must install a Type II or Type III marine head. OR 2) You may ignore the whole thing until January 30, 1980 at which time you will be required to install a Type II or Type III head. The upshot of this is that if you want a Type I head on your boat, you don't have much time to install it.

KEEL LAID AFTER JANUARY 30, 1975

You have substantially more time to choose your option, a little over two years in fact. 1) You may install a Type I head before January 30, 1980 and use it until it ceases to function, at which time you must replace it with a Type II or Type III device. OR 2) You may wait until January 30, 1980 passes at which time you must install a Type II or Type III marine head.

THIS IS FOR EVERYONE. PART I

No matter when your boat's keel was laid, you may be required to have a Type III device if you sail in certain land-locked waters or into certain marinas in southern California. We do not know of any northern California waters which currently fall under this "no discharge" classification. Lake Tahoe, despite all the furor over pollution, for example, is not a "no discharge" area. We were told the reason it isn't is that it is possible to canoe onto the lake from the Truckee River. We suppose that as good a government explanation as any.

THIS IS FOR EVERYONE. PART II

You'll love this! The Coast Guard informs us that you don't have to have any head at all. This applies to El Toros, Lasers, C&C 29s, Nor-West 33s, Cal 34s, Islander 36s, Valiant 40s, all boats — you don't have to have any head at all to be legal.

Presumably, the Environmental Protection Agency assumes that each individual will use his or her own personal 'holding tank' until they can reach shoreside facilities. Or, a coffee can. This is the reason that some manufacturers have been delivering boats without any head at all. We're neutral on this whole issue, but can't see the difference between pumping the goods out a thru hull and throwing overboard from a coffee can. HOWEVER, if you do have a head, it must conform to the regulations that apply to your boat as specified earlier.

Something else you might like to know. The great State of California, the same folks who do those incredible things with your astronomical boat taxes, have petitioned the EPA to make both San Francisco Bay and the Delta "no discharge" areas. If this were to be approved, the only head that would be legal is the Type III device. (And the coffee can). Fortunately, there seems to be very little chance that the petition will be approved in the foreseeable future. First, the San Francisco Bay and Delta are considered relatively clean waters, and the EPA generally does not classify an area as "no discharge" until it is close to raw sewage. Secondly, there would have to be a dramatic increase in the number of pump-out stations around these waters, of which now there are only about 20, of which very few work properly on a regular basis.

Suppose you don't want to gross out your wife and guests with a coffee can, what are these Type I, Type II, and Type III devices?

Type I devices are those which treat waste chemically or electrically prior to being discharge overboard. Lectra/San is one example of this type. Using your existing head, you pump fluids and solids through the unit which macerates and purifies by an electrolytic process prior to discharging overboard. The Lectra/San is 16"x13" and use 1½ amps. A different system is the I.W.S.S. 1000 which is a toilet and treatment system in one unit. Purification is accomplished by means of maceration and chemical treatment. The unit draws 0.8 amps. There are numerous other Type I devices on the market, and most of them are relatively easy to install. Consult your marine store for which unit might fit your needs, pocketbook, and boat.

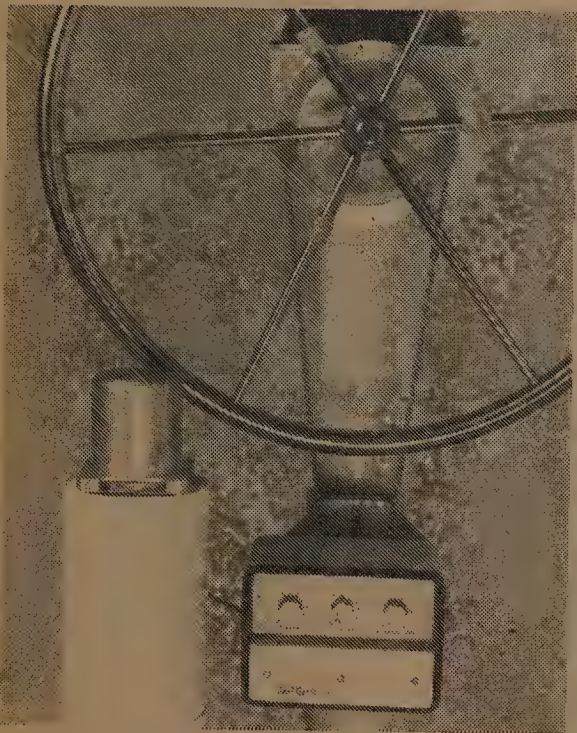
Type II devices are very similar to Type I devices, except that they do a much more thorough job of purification. As far as we know, there is only one company that makes an approved Type II device and that is Microphor. The big problem with this unit is that it takes up a much larger amount of space than Type I devices, and therefore is not suitable for many small and middle sized boats.

Type III devices basically amount to holding tanks. The advantages are fairly obvious. They are simple, they are relatively inexpensive, and require little or no electrical consumption. The disadvantages are obvious too. Pump out stations around the bay are very few, and often inoperative. You may have a legal head, but if it's full what good is it? Other sailors object in the belief that it is far wiser to overload your boat with beer rather than raw sewage. Monomatic makes some Type III devices which are recirculation units, some of which take about 80 shots before needing to be pumped out. Some of these units are portable, which means they are taken off the boats and dumped right into the bay when nobody is looking. After all, who is going to drive home with one in their car to dispose of it? Just as with Type I devices, there are a wide variety of them on the market.

All of three of these devices have their advantages, all of them have drawbacks, it's up to you to figure out which is most suitable for your boat. But, if the keel of your boat was laid before January 30, 1975, and you decided a Type I is what you need, its high time you get your head together.

-Researched by Jim Horowitz

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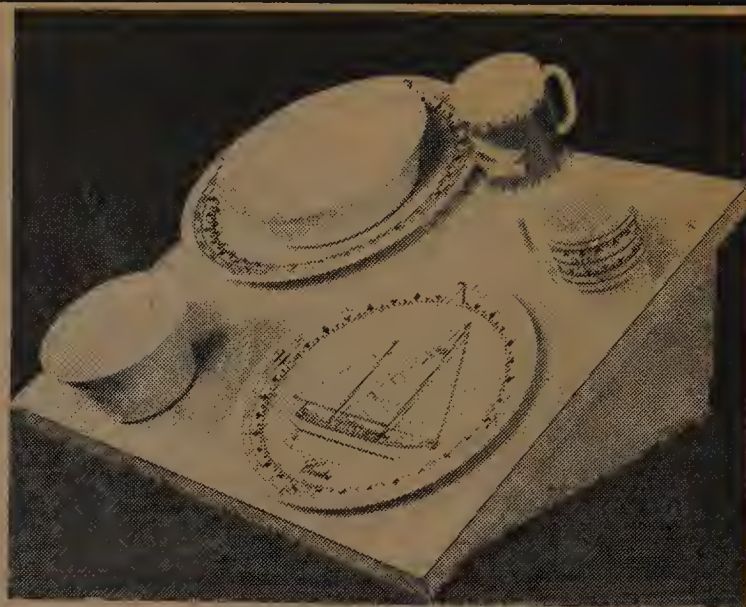
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AN IDEAL CRUISE



Galatea, Macoma, El Sueno — anchored in the Sea of Cortez.

In 1976 Jaime Muniz decided to go cruising in his 30 year-old Alden 32' Dunigan Sloop. Bob Stoores and Mike Upton were going to accompany him on the proposed October passage to Hawaii. Few cruising boats ever leave on schedule, and El Sueno was no exception.

On the Fourth of July prior to the October departure date Jaime met Margo Avery who wanted to go on the cruise, but would not be able to make it until December. December is not the best time to make a Pacific crossing, and the crew was a little leery of making their first ocean passage, so they said the heck with it and decided to leave for Mexico in December. It seems to have been a good decision.

Jaime says the most trying time of the entire trip was trying to get out of Sausalito. The last chore to be completed was the filling of the fuel tanks, on the way to the fuel dock they ran aground and by the time they got free the fuel dock had closed. They left with five gallons in their tanks.

Stops were made along the California coast and the Channel Islands, with the last stop in San Diego. While in San Diego they met John Kapelowitz and Leslie Becker of Sausalito who were on their Friendship sloop Galatea, also headed for Mexico.

The trip from San Diego to Cabo San Lucas took seven days and included a 36-hour spinnaker run while under control of a vane built by Jack Kelley. The winds to Cabo were steady between 5 and 18 knots, dying during the day and picking up during the evening.

What was Cabo San Lucas like? "Paradise" according to Jaime. "It was exactly what we were looking for, nobody wanted to leave." El Sueno found that the weather turned from pleasant to excellent at Cabo that the people were very friendly, that the officials were kind and courteous and that the fishing was great.

For two months El Sueno continued cruising in the Sea of Cortez, making stops at places like Muertos Bay, Pichelinque Harbor, Isla Espirito Santos, San Evarsito, Aqua Verde, Dananate Island (their favorite spot), Puerto Escondido, Ballandra Bay and La Paz. The vast majority of the anchorages were nowhere near crowded, as many cruising boats passed up Mexico in the winter of 1976 due to negative publicity that had filtered out from the previous winter. El Sueno did meet up with a group of Canadians in a Kingfisher 30, Macoma, and ended up cruising together in Mexico and eventually sailing to Hawaii.

together.

Food in Mexico was both good and inexpensive. In the three months El Sueno cruised the Sea of Cortez only \$120 was spent among the four crewmembers. Jaime reports that the vegetables that were available (little variety, big quantity) came from California so they didn't worry about eating them. The crew, in fact, did not restrict their diet at all, and nobody suffered any cases of Montezuma's Revenge. The seafood was plentiful, whether they obtained it themselves, purchased it, or recieved it free from fisherman — and this naturally kept the costs down. Oysters, clams, scallops, lobsters and 10 varieties of fish were generally among the items for dinner. While in La Paz the crew spent time "street grunting", eating their way around town from one tacocart to another. The only report of questionable food was a pizza purchased in Cabo San Lucas, which was not up to Italian or American standards.

The anchorages were plentiful and good, the people easy-going and friendly, the food good and inexpensive, the weather fabulous — Mexico was great.

El Sueno and the Canadian boat Macoma headed out from Cabo to Hawaii together, with a new crewmember Pat McCaren who had flown down to join El Sueno the day before. Both boats had AM radios which are illegal in the states, but which

proved to be lots of fun while in Mexico and during the Pacific crossing. El Sueno made Hilo in 20 days, Macoma in 23. The winds were almost always about 15 knots except for two days of calm and some brief winds approaching 35 knots.

The crew's first impression of Hawaii was that it was lush. The second impression was that the harbormaster at Hilo was far more of a hassel than any they had met in Mexico. They were never assessed any charge for berthing or anchoring in Mexico; in Hilo, they were being charged \$4 a day without ever being told. The swarms of mosquitos however, were free. While in Hilo they bumped into Dwight on Nadine, a Westsail 32 out of Pelican Harbor that was on her way back from the Marquesas. After a few days El Sueno sailed to the Kona side of the island where there was less rain and fewer mosquitos, and saw Lou Albano's Hurricane out of Sausalito. The commodore of the Keakoe Yacht Club invited them to tie up at the yacht club for a few days, which was right next to the Kona Surf Hotel which reportedly had "a great swimming pool and tennis courts".

Just before heading out for Maui, El Sueno made one last anchorage in front of the ritzy Mona Kea Hotel. The crew checked it out from the dinghy and found it imposing, so they waited until dark and swam ashore. On the beach they

Bob Stoores with first dorado.



Flying spinnaker under vane.





Two local shrimp fishermen offer a basket of goodies for dinner: lobsters, shrimp, and red snapper.



Friendship sloop, Galatea, at Cabo San Lucas.

Jaime, Margo and Peter Forrester clamming at Isla Perdida Bay.





Margo, Kathy, dorado, Jaime.



Pete Forester with speared lobster in the Sea of Cortez.

encountered a hotel guest whom they discovered owned a sailboat just 5 berths away from El Sueno's in Sausalito. A short time later Margo met a old friend from high school, and the crew ate dinner at the hotel. They received no negative feelings from any of the hotel management. Anchored off the Mona Kea with El Sueno was Integrity, a motorsailor also out of Sausalito.

At Lahaina in Maui the anchorage proved to be uncomfortable due to the swells, but an exceptionally helpful harbormaster made it a pleasant place to stay. While there they again met Macoma and Nadine, Cubuf and Mystic from Sausalito, Spaulding 33 Sleepwalker from the bay area, and another sailboat from San Rafael.

Jaime and crew put into Oahu just a week before the finish of the Trans-Pac race and assumed that there would be no berths available. Fortunately, many of their friends from Lahaina had already arrived and reserved a space for them. Two weeks of partying commenced with the arrival of the first of the Trans-Pac boats, with both Hawaiians and racers being gregarious and accomodating. The free showers were nice, as was the berthing, but after cruising for so long the commotion got to be too much after a short while. By this time Jaime was

the only original crewmember left on board. Mike Upton having flown back to the States from Kalakua and Margo Avery leaving from Oahu.

Jaime found two kids willing to sail, and put out for Kauai and Hanalai Bay which proved to be the best and most beautiful anchorage in Hawaii - an area surprisingly short of comfortable anchorages. Hanalai Bay was a true paradise, gorgeous, with friendly people, lots of food, and a 300 foot waterfall into a clear pond. Hanalai Bay is often the taking off spot for the mainland, and more than a few sailors think this last taste of Hawaii is also the best.

Hawaii had been expensive, over 2/3s of the trips money was spent there. Much of it naturally went to dining at restaurants and drinks, which are not so readily available in Mexico.

On August 5th of this year Jaime prepared for the anticipated miserable passage back to the coast, and installed a dodger. The misery just never hit. Although they did hit one gale that lasted for about 8 hours, the remainder of the passage was made in light variable winds, rarely over 15 knots and almost always from the beam. It was T-shirt weather until only 16 hours from the Gate when the normal westerlies hit like a load of cold bricks. El Sueno sped under the Gate, having

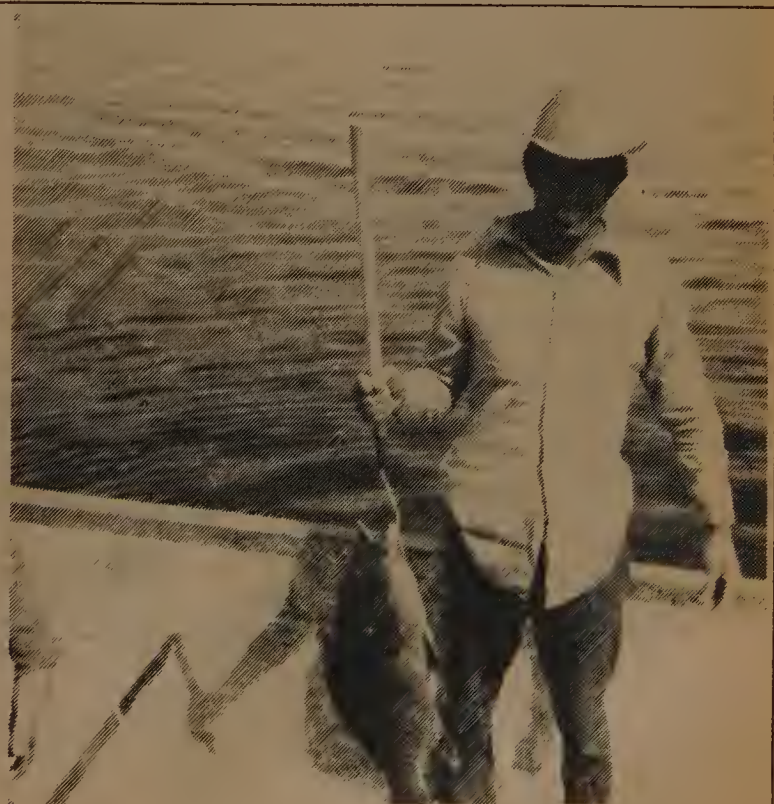


Margo Avery at the helm of El Sueno off Mexico.

Mike Upton of El Sueno, Kathy Forester of Macoma.



Manuel Igera with sea bass caught 10 seconds after dropping bone lure in the water.





Crews of El Seuno and Macoma just prior to departing Cabo San Lucas for Hilo.



Peter and Kathy Forester of Macoma, sweating a line at Hilo.

completed a very very pleasant crossing in 23 days.

What were the problems with the 30 year-old wood boat? Almost none. Several 'rubber snubber' boom vang deteriorated during the trip, and one part from the engines universal drive broke and was refabricated better than new for less than \$2 in Mexico. Jaime reports that marine goods, even such common

items as boat life, as almost impossible to get in both Mexico and Hawaii, with the one exception of Honolulu. There had been no problems with the sails, no problems with the rigging, only one small problem with the engine, no problems with the crewmembers — it was as Jaime says, "an ideal cruise".

Miniature Bi-plane, Kona side of Oahu.



Criterion at end of TransPac. 10 gallon coolers of Mai Tais were everywhere.





Leon Madeiros met crew of El Sueno on beach and lent them his truck. Leon surfs 10' waves in his Zodiac.



Pat McCaren on the rocks of the Kona Surf Hotel swimming pool.

Pat, Jaime, and Margo, slumming it at the Mona Kea.



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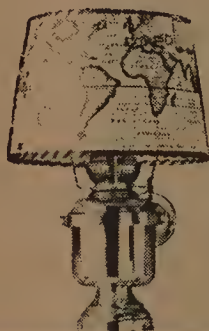
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Spirit at anchor in the South Pacific.

TRAGEDY OF THE SPIRIT

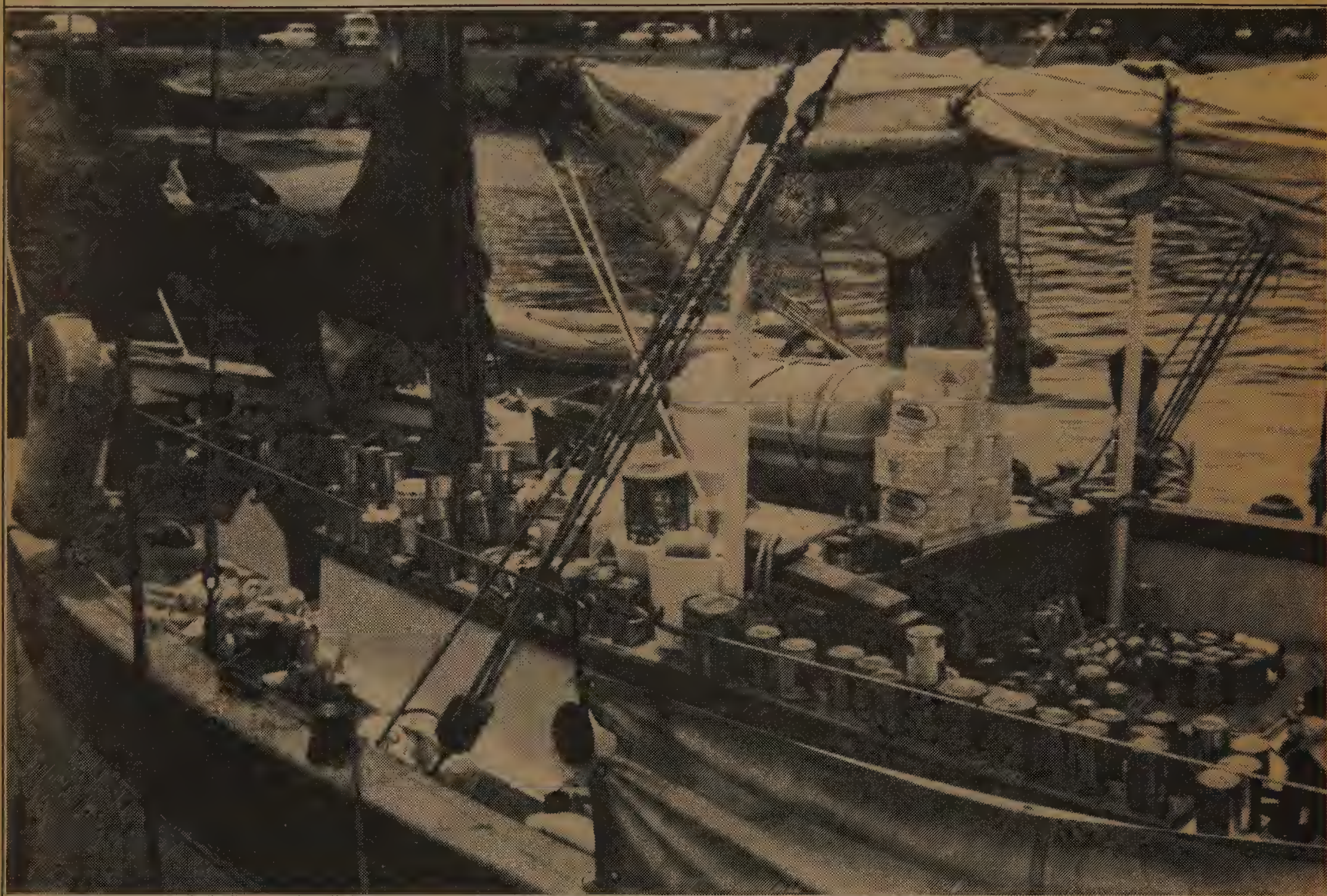
PART II

In Part I of the "Tragedy of the Spirit" we discussed the events surrounding the sinking of the Spirit, the eventual rescue of 3 of the 5 who had been on board, and the Coast Guard conclusions that the Spirit was holed by a submerged

object and that there was no evidence of negligence. Further, we discussed the lawsuits filed by Nancy Perry and Camilla Arthur's estate against the owner's of the Spirit, Ray and Ellen Jackson. We expressed the opinion that perhaps the girls, who refused to be discouraged from mak-

ing the passage, might be expected to accept the possible consequences of making a trans-oceanic passage in a small boat. We ended our article by admitting our sympathies toward the plaintiffs may have been tempered by two recent disturbing events.

SPIRIT



In South Seas, during the ownership of Frank Simon.

The first disturbing event occurred on March 15th of this year, when Nancy Perry appeared as the featured guest on the TV game show "To Tell The Truth" as a survivor of the sinking of the Spirit. Former baseball player and automobile schill Joe Garigiola introduced Nancy as a girl "who almost cashed 'em all in" and who was lucky to be there at all. When the show was over Nancy Perry had cashed in for \$500 by stumping the entire celebrity panel. Profiting non-productively from an incident in which her best friend and best friend's boyfriend died struck us as a curious thing to do. Not a right or wrong thing to do, but an action philosophically harmonic with the lawsuits that Nancy Perry is now pursuing.

Indeed, the second disturbing event is a second lawsuit that both Nancy Perry and the estate of Camilla Arthur have

filed against at least 10 individuals and companies who at one time or another had some, however tenuous, connection with the Spirit. Some, but not necessarily all of those named as defendants in the twin suits are as follows:

Avon Liferrafts, Ltd. is alleged to have manufactured, designed, and sold liferafts which were defective and unreasonably dangerous to their users. Durel Miller and Nancy Perry were picked up from an Avon liferaft after drifting for 22 days, Bruce Collins was picked up in an Avon liferaft after drifting for 28 days. Both Jim Ahola and Camilla Arthur died inside Avon liferafts from medical complications.

An unnamed company is alleged to have been negligent in the design, manufacturing and selling of gas valves, "all because they did not stand up to normal wear and tear." The gas valve in question

is one that had its handle break off while the Spirit was still in Hawaii. A slot was cut into it so it could be shut-off with a screwdriver, and a second valve was installed a short distance down the gas line. Both valves were in the propane tank box which was located up forward on deck, an area in which no damage was observed.

Wave Traders of Sausalito is alleged to have recommended and sold survival equipment which was unreasonably dangerous to its users, "all because the lifesaving gear aboard the Spirit did not survive the sinking, was not readily available to persons abandoning the vessel and not adequate to sustain lives and well-being of persons using the lifesaving gear." The lifesaving gear consisted of two Avon liferafts and a survival pack. As previously mentioned, these liferafts carried the survivors until they were rescued. The survival pack was an extensive one, consisting

of about 70 items, including an EPIRB, numerous foodstuffs for energy and nutrition, a solar still, various tools, fishing gear, raft patches, medical equipment and medication, charts and so forth. The survival pack had been lashed to the Spirit and also secured to a large white fender so it would float in the event it went overboard. When the Spirit suffered her tremendous inexplicable knockdown the survival pack was broken away along with some of the planking, some of the caprail, and some of the lifelines. The debris from all these parts of the Spirit as well as the survival pack had disappeared by the time the Spirit had righted herself.

Sausalito Marine is alleged to have negligently repaired the Spirit, leaving her in a defective and unreasonably dangerous condition. Sausalito Marine had made various repairs to the Spirit both years as well as thousands upon thousands of

cruising miles prior to her foundering. There is no specific claim as to what Sausalito Marine did or perhaps did not do to leave the Spirit in an unseaworthy condition. It is believed that Spirit was hauled out for normal maintenance in Bora Bora at least a year after Sausalito Marine had worked on her.

C.J. Hendry Co. is alleged to have certified and packed the liferafts negligently because they leaked and were not equipped with suitable lifesaving gear and equipment. Water did get into the rafts, some from waves, some from small leaks caused by chafing, some from condensation, some from rain, and some from holes acquired when the rafts were inflated on the decks of the Spirit. Both rafts did inflate immediately, and had they not they would have gone down in Spirit's considerable rigging. Both liferafts were older models that did not come equipped

with some of the equipment that is now standard, and there is some question if certification includes adding extra gear that was not included as original equipment.

Frank Oliviera is alleged negligent in his work as an expert surveyor "all because the Spirit exploded, dropped its keel, had inadequate engine mountings, and was otherwise holed. He is also alleged negligent because the survival gear was not properly stowed and was not sufficient to protect the lives and well-being of those embarked on the Spirit." Frank, who was at the time and still is one of the most sought after surveyors by banks, insurance companies, and boat buyers, surveyed the Spirit some 29 months and thousands upon thousands of cruising miles prior to her foundering. The Coast Guard is of the opinion that the Spirit did not suffer any

Hauled at Papeete, 1975.



SPIRIT

propane explosion, or an explosion at all, that it did not lose its keel, nor that there had been any loose engine mounts. Captain of the Spirit, Bruce Collins, shares the opinion of the Coast Guard, as does Durel Miller — the only other individual who was awake when the incident occurred. The reasoning that contends that a marine surveyor is liable for the

placement of survival gear 29 months after he has last seen a vessel is part of a logic that we are not familiar with. It is a fact that a good portion of the survival gear that was on the Spirit when she left Hawaii had not been on the boat when Oliviera surveyed the boat over two years before.

Thomas Cooper is alleged to have

been negligent in rebuilding and installing Spirit's diesel engine "all because the Spirit exploded and had inadequate engine mountings and was sunk". Spirit had motored so often that she had used up most of her 180 gallons of diesel, and there had been no problems, which would have been expected had there been bad mountings on a diesel. Thomas Cooper is believed to have rebuilt the diesel two years prior to the foundering.

Louis Albano is alleged to have been negligent in reconstructing the galley and installing engine vents all because the vessel exploded or was otherwise holed and sunk. Lou Albano had not seen the Spirit in over two years, and nobody on the Spirit or on the Coast Guard Investigation team suggested that either engine vents for the diesel or that the galley reconstruction had any effect on the seaworthiness of the Spirit.

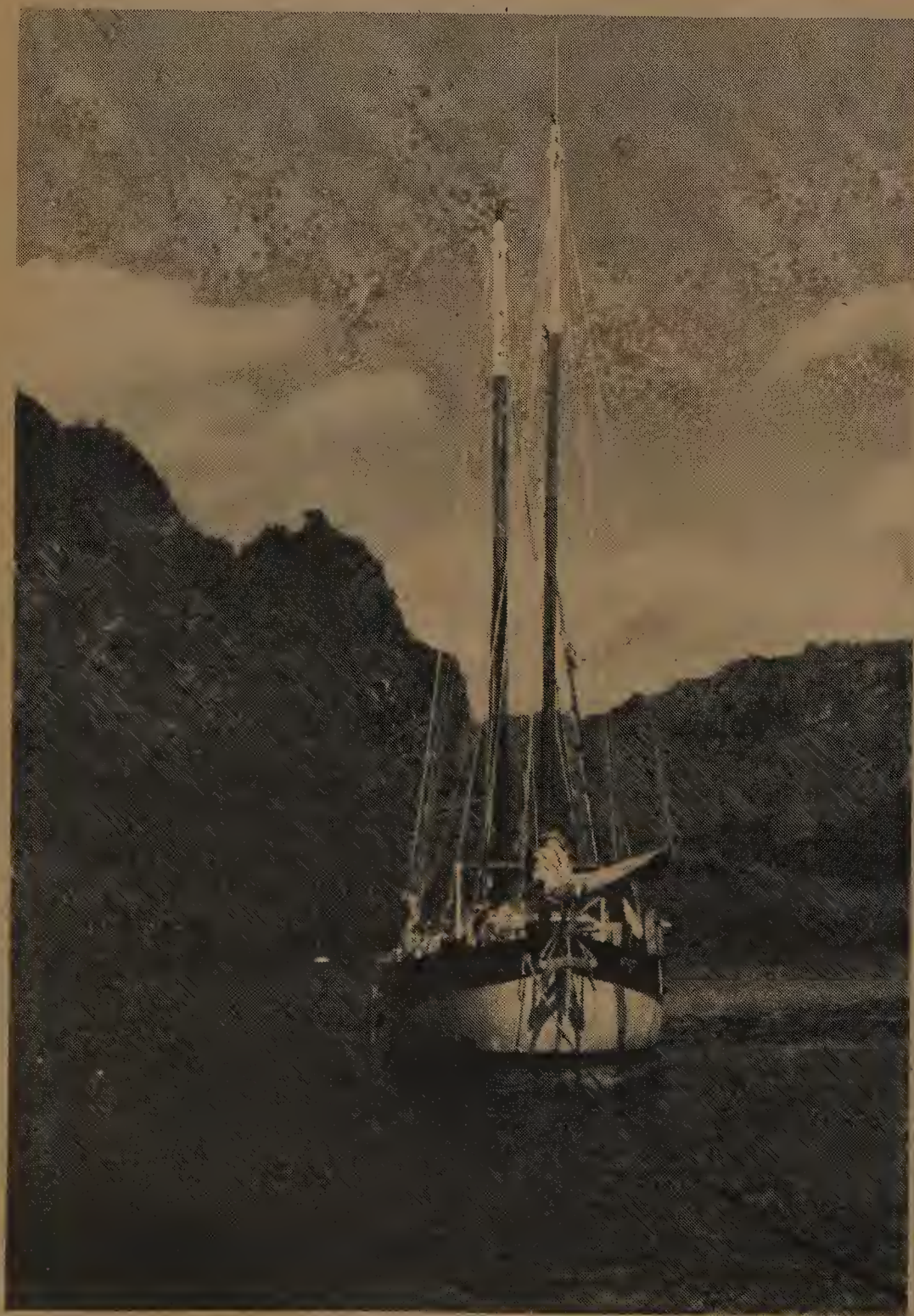
Stevens Navigation and Survival Systems are alleged to have been negligent in supplying gear or selling gear that was not adequate to protect the lives of those embarked on the Spirit. Except for the safety pack which was swept away, the only survival gear was the two rafts which the survivors survived in.

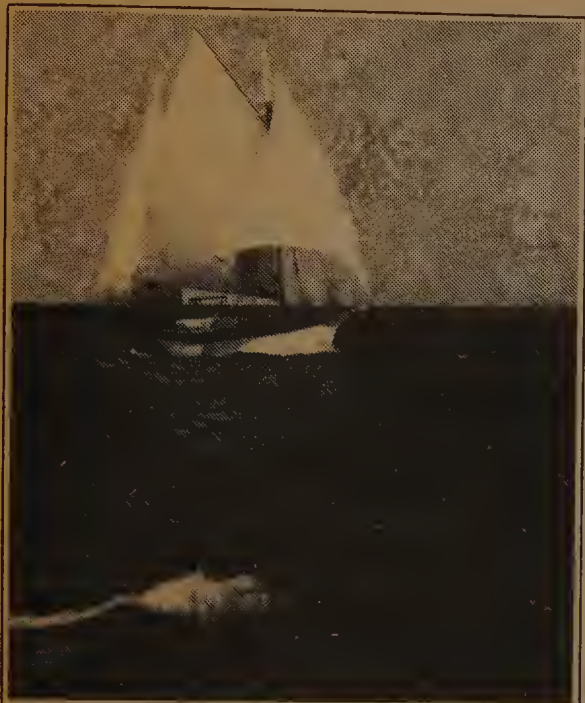
Irving Dgiese is alleged to have built the Spirit in such a manner that she was defective or unseaworthy. Irving built the Spirit 23 years before she went down, and the boat is reported to have spent most of her career sailing long passages. Irving Dgiese is believed to have past away almost ten years ago.

Frank Simon, who sold the boat to Ray and Ellen Jackson, is alleged to be negligent for selling the Spirit all because the Spirit exploded or was otherwise holed and sunk and because the lifesaving gear on board was not adequate. We don't know how long Frank Simon actually owned the Spirit, but Ray Jackson had sailed over 4,800 ocean miles on her during the period which Simon owned her. After Ray Jackson bought Spirit from Frank Simon, he sailed her over 8,200 more miles before she put out from Hawaii on her last voyage. There are reports that the sturdy Spirit was once caught in 70 knot winds with all her sail up for over an hour in the south Pacific — Spirit weathered the onslaught with only minor damage.

The last individual specifically named in the suit is an individual listed as Tom Mahoney who is believed to be a person actually named Tim Mahoney. Mahoney is alleged to have supplied a liferaft that was unreasonably dangerous to its users. This is the liferaft that Bruce Collins survived in for 28 days, a liferaft that now

Anchored Moorea.





From schooner Wanderer, South Seas.

sits in an office in San Francisco, and when recently tested still holds air. It is believed that Mahoney lent the liferaft to the trimaran Oceana which sailed to Hawaii, where Charles McCall placed it on Spirit to be carried back to Mahoney in Sausalito. Mahoney had no idea his liferaft was on Spirit until she had left Hawaii. Mahoney now faces a lawsuit brought by the mother of the girl who survived on his liferaft for 18 days, a girl who perhaps contributed to her own death by refusing to drink rainwater which had a chemical taste.

There are two things that have puzzled us about the whole Spirit tragedy. After a great deal of thought, we think we have the answer to one puzzle, but not the other.

The first puzzle is what exactly caused the Spirit to founder, and we like everyone else can't figure that out. We've

read the reports of the 3 survivors, and the reports of their conversations right after the incident with the two who did not survive. Camilla Arthur, Jim Ahola, and Nancy Perry don't seem to have any idea what happened. All three had been asleep or close to sleep in the aft cabin when they heard a loud crash and were almost immediately engulfed in water.

Durel Miller and Bruce Collins were by far the two most experienced sailors on the Spirit and were the only ones awake at the time of the knockdown. Collins initially assumed that something had gone wrong on the outside of the boat — perhaps they had been hit by a huge wave — because he could not account for the knockdown from anything occurring on the inside of the boat. When Durel Miller told him he had seen nothing on the outside, Collins was willing to accept Miller's word as a good and

At Ah Ahe.



SPIRIT

experienced seaman. Similarly, since Durel Miller could not account for the knockdown with any occurrence on the outside, he assumed there had been some problem — perhaps a propane explosion — on the inside of the boat. Collins, who was sitting across from the stove has concluded that a propane explosion is impossible for a number of reasons; nobody was hurt, nobody suffered a loss of hearing, nobody saw a flash or smelled smoke, the stove and tanks were intact, and the damage to the Spirit seemed to occur in an area away from any propane. Durel Miller accepts Collins' word as a good seaman that there was no propane explosion.

So, what did happen? The Coast Guard has concluded that it is unlikely that anyone will ever know, but that it probably a case of the Spirit being holed by a submerged object, an explanation that Collins finds as the most satisfactory. Durel Miller leans toward the belief that Spirit was probably rammed by a whale.

How, you might wonder, can the plaintiffs allege that there was a propane explosion which blew the keel off, and that loose engine mounts were partly to blame? We suppose they can do it, because you can allege anything you want. Alleging that a gaff-rigged boat would quickly right herself from being over 140 degrees after losing her full keel is, in our opinion, an example of alleging whatever you want.

The second thing that has puzzled us about the Spirit tragedy is why those who could easily sue and win are refusing to sue at all, and why those who would have a more difficult time suing and winning continue to file suits. We think we have an answer to this question, but we must admit it is pure speculation.

Since Bruce Collins and Durel Miller were to be paid for making the voyage, they would probably be judged 'crew-members' and thus be owed not only 'reasonable care', but also a warranty of seaworthiness on the part of the Spirit. In such a case, all they would have to do to collect damages is prove they had suffered injury — they do not have to prove any negligence. Nevertheless, Bruce Collins has indicated he will not sue because he believes no one was at fault for either the sinking or anything that happened as a result of it. It is believed that Durel Miller is not suing for the same reasons. It is our speculation that both of these experienced sailors understand that sometimes even the best of boats founder for reasons which no one can be blamed. It's just one of those things you have to accept when sailing offshore, just as there

are good days and bad days at sea, sometime even the best of boats go down.

The legal actions on the part of Nancy Perry and Camilla Arthur seem to emanate from an entirely different frame of reference. Neither had sailed before, and they probably thought the trip to California, despite Ray Jackson's attempt to dissuade them, to be an exciting adventure and a great tale for their friends when they arrived back in California. When the unexpected happened, the Spirit sank, it was not part of what they had bargained for or thought could possibly happen to them. The natural reaction on the part of Nancy Perry and the estate of Camilla Arthur was probably that boat sank because someone made a mistake, and that mistake caused injury, and therefore someone is going to have to pay. We speculate that this feeling was probably reinforced by friends and relatives who know nothing about sailing and who live in a country where suing is becoming a national pastime. And, the current trend today in liability cases is to sue everyone even remotely associated with the incident. It's not really a case of whether it is morally right or wrong, it's just what is commonly done today. It is

our belief that it is this socially approved behavior which leads to lawsuits such as those now on file against those associated with the Spirit, lawsuits which we personally find totally preposterous in both scope and intent.

We feel it is these radically different points of reference which lead to the unusual situation of who is suing and who is not suing. A situation in which Bruce Collins, who suffers from a numb leg, will not sue; a situation in which Nancy Perry is suing despite the fact her mother was recently quoted in the Examiner as saying Nancy was "in fine shape mentally and physically".

It is our opinion that what is on trial here is not so much the suitability and quality of the products and services of the individuals and companies named as defendants. We feel the real issue is whether or not individuals are owed total protection in their lives, no matter what adventurous activities they pursue. We think the sinking of the Spirit can only be considered an act of God. From our point of view as sailors, the lawsuits seem to be saying that God is dead, so man must pay. It is a tragedy.

— Latitude 38



At Moorea.

annual women's cup

Thirty six yachts, skippered and crewed by women, met at Olympic bouy "x" at noon October 15, for the 3rd Annual Women's Cup. The fleet was divided into two divisions by size and after a 20 minute delay they went at it on a standard Olympic triangle windward/leeward course. The winds were fairly light, but piped up to 15 to 18 knots in the afternoon providing a bit of spinnaker fun, but nothing the women couldn't handle. The event was one of the biggest, if not the biggest of its kind ever held in the bay, and everyone had a wonderful time.

Winner of Division I and Overall winner was Kathy Phillips skippering Mercury, a hot Ragnar Hawkanson Half Ton. Anne Shellabarger took second in Division I sailing the Knarr, Shamon III. Carolyn Fitzgerald took Islander 36, Shenanigan to third; Jytee Birnbaum took fourth in the Knarr, Knarrone; and Marlene Sieker finished fifth in Mist II, a Columbia 36.

In Division II for boats under 26 feet, Marica Peck won it all in Coors, a Cal-20. Mary Lou Oliver was second in a Venture 24, Honey Pot; Carol Jesmore third in Ariel, Rustle; Holly Sellars fourth in Ranger 23 Tanya; and Santana 22 Mad Rush skippered by Irene Gregory was fifth.

sue who?

On November 6, the Ericson 27 Association held its own race for Lady Skippers, this one in the Oakland Estuary with winds ranging from 1 to 30 knots. Sue Rowley lead from start to finish in Barefoot, with her husband for crew. Sherry Irwin took Park Bench to second with an all-girl crew of Holly Sellars, Nancy Delvaque, and Margaret Woodford. Third place went to Audrey Tyler aboard Indigo with Kent Tyler, Richard Tyler, Jim Cottrell, and Helen Carroll on as crew.

The Ericson 27 Association plans to hold the race again next year.

nimitz regatta

On October 8, the Berkeley Yacht Club held the Fleet Admiral Chester W. Nimitz Regatta, named after the 5 Star Admiral who was an honorary member of the BYC until his death in 1967.

This year there were four racing divisions based on size, and 85 entries competed. The course was approximately

eleven miles, starting at 14 going to Harding Rock, Blossom, then to H, and back to 14 to finish. Winds were 15 to 18 knots with a fairly heavy chop — conditions requested by the BYC especially for this race. The most exciting action was the gybe around Blossom. Even though the winds weren't horrendous, there were some boats who either had trouble or wanted an excuse to buy a new spinnaker for next season.

Winners in Division I for boats over 32' were Mistral, Myrom Erickson's C&C 38; Sorceress, James Dawley's Ranger 33; third was Diana, Lou Zevanove's Islander 36.

Division II, for boats 28' to 32' was swept by the Richmond Yacht Club. Tony Thomas sailed his Hawkfarm, Heatwave, to take first in the division as well as Overall. Maurice Renior took second in his Farr Half Ton, Antipodiste; Leonard Cheney took third in Hotcakes, another Hawkfarm.

Division III, for boats 25' to 28' was won by Ericson 27 National Champ Vito Bialla in Galliano. Rick Lowry sailed his Thunderbird, Katrinia to second, Vern Marschke took third in Mahalo, a Cal-25.

Division IV was won by Jacob vanHeeckeren in an unnamed J-24. J. Brian McCarthy took second in Santana 22, Rambler; Marica Peck was third in a Cal-20, Coors.

This is the second consecutive year that a Hawkfarm has captured the Overall Trophy, last year it was won by Jocelyn Carrick in El Gavilan with her all-girl crew. Jocelyn, incidentally, is taking over as president of the Hawkfarm Association from Tony Thomas who won Overall this year in the original Hawkfarm.

more hawkfarm

Hawkfarmers never stop racing. Twelve hit the starting line simultaneously September 25, for the Richmond One-Design Invitational. John Robinson got the early lead in Courageous, and won handily. The next seven Hawkfarms all crossed the line with less than five boats separating them. Len Cheney was second in Hotcakes; Jay Vincent in Mercedes was third. The next five boats all finished out of the money despite crossing the line only seconds later — but that's what Hawkfarm racing is all about!

no club, no sweat

Attention Please! If you are a new sailboat owner, a cruiser, a racing shark or just a guy who has 'borrowed'

someone else's boat, you are invited to participate in a series of five races organized by the South Bay Racing Association. The idea of the five races is to generate interest in racing, and you do not have to be a member of a yacht club. The entry fee is only \$5 and prizes are awarded in each race for the top three boats in each of the three divisions. Contact one of the race sponsors for more information and entry forms.

The first race is December 10, sponsored by Boatbuilders Supply Company, call Cora Lea Morrissey at 365-7874. Sunday, January 8, the race is sponsored by Al's Marine Store and you may contact Al Cesar at 366 0288. Race number 3 will be held on January 25 with a mystery sponsor - call one of the other sponsors for details. February 4 the race is sponsored by Ned Shapkner of Shapkner Insurance Center, 324 1304. The last race is Saturday, February 18, sponsored by Special Yachting Services, call Bob Bottley at 342-5625.

mercury

Twenty-two Mercurys competed in this opening regatta of the Perry Cup Winter Series in Monterey.

Two races were held November 5 in 8 to 12 knot winds, Paxton Davis of the Peninsula took first, followed by Dick Clark of Monterey and Doug Baird of Fresno.

Doug Baird took the second race, followed by Tom Bradley of Santa Cruz and Dick Clark.

The third race, held Sunday the 6th was won by John Grether of Santa Barbara in 15 to 18 knot winds. Coen Carmiggert of Clear Lake was second; Dick Clark was third.

The Perry Cup continues thru March with 2 races the first Saturday of each month.

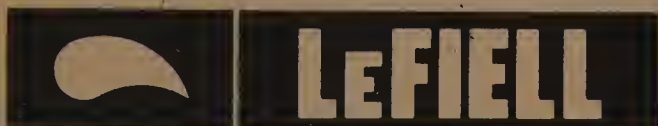
mora less

Petrified the North American Half Ton Champ won the Jim Ong Ocean Triangle Race, the last in the Golden Hinde Series. Bloody Mary and Scharar, both racing in Section II, took second and third respectively.

Although finishing second, Bloody Mary won both her Section and Overall for the entire Golden Hinde Series which started with the Ocean/Vallejo Race. Second Overall was Section I boat, Arranger, which finished ahead of both Petrified and BlueEagle in Section I. Scharar and Sassenach was second and third respectively in Section II.

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☐ Because I am a 'Sailing Pervert' and I read about the super FREE "Sailing Pervert's Calendar" that comes FREE with every \$6.00 subscription. I understand from the Sightings section that the only way I can get the calendar is by subscribing — that's not fair, but I've enclosed a check for \$6.00.

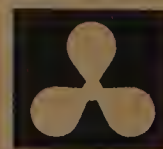
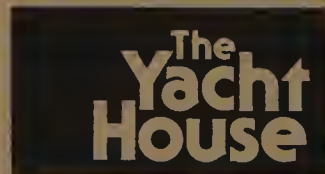
☐ Because I can't live happily without it. However, I am 'Sexually Mature' and therefore have no need for the "Sailing Perverts Calendar". I enclose a check for only \$4.50, send the next issue real soon ok?

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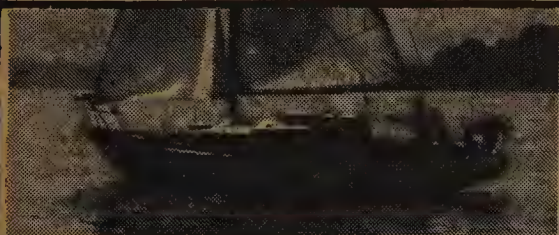


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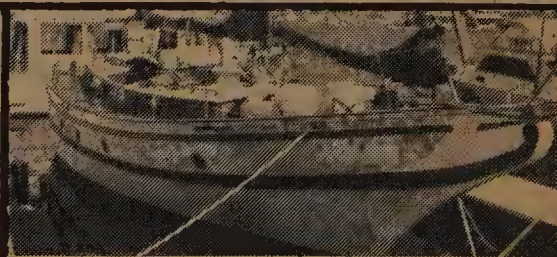
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DAWN TREADER

We get many requests from readers to publish different kinds of articles; unfortunately, due to certain limitations of space we can not always comply with these requests. Every now and then we get an article that covers a wide spectrum of requests, the following letters written by an individual we only know through his letters, is such an example. We hope the people who have made requests for one or all of the following kinds of articles are pleased: cruising articles, love letter articles, cultural/poetry articles, and broken compass articles.

FIRST LETTER

"Dawn Treader", my 30 foot H-28 ketch rocks gently at anchor. The controlled anchorage in Sausalito is quiet at 4 a.m. Westward, above the Sausalito hills, the moon peaks through dappled specks of cloud. A rooster, awake too early, crows.

Alone. Again. Anchored.

*We've been back in the Bay for two weeks now.
We've been back in the Bay for two weeks now.
Trip down from B.C. was quite a row.
Why did we do it, anyhow?*

Alone. Again. Anchored.

*Had a letter from a lady, Karin Hinsen by name,
Saying, in part, she'd like to join our Sailing game.
She was in Davenport, down the Coast, little town, not much
fame.*

Alone. Again. Anchored.

*Supposed to meet her, last Thursday, noon.
She'd be waiting to see me, on a Scotts Creek Dune.
Took myself down there, looked high and low, was I too soon?*

Along. Again. Anchored.

*Couldn't find her, so sped back up here,
Wrote her a letter, saying, join us sweet dear.
We'll be tied to our anchor, till you are here*

Alone. Again. Anchored.

*Now it is Sunday, September 25, foghorns bleating out on the
Bay,
Karin has not arrived, why I can't say.
Dammit, Lord, why am I alone on this beautiful day?*

Alone. Again. Anchored.

*Fishing boats, Party boats, Ferry boats, more,
Race past us fast, how they do roar.
Tossing up wakes that rock us too and fore.*

Alone. Anchored. Again.

*How long must I wait, for a woman to share,
this Sailing Life, a Life that's so fair?
Or will I always, forever and a day, be along
with "Dawn Treader", a ship beyond compare?*

Alone. Again. Anchored.

Rick Brigham

SECOND LETTER

Wrote you a poem of sorts a while back; Alone. Again. Anchored. Seems Karin was waiting for me but I didn't look in

the right place! So, she came up to see me in Richardson Bay, Sausalito. I wasn't aboard. She went back to Scott's Creek. I returned to Scott's Creek a few days later and couldn't find her again. Left a note with some folk on the Dunes for her. She came up to Sausalito again and couldn't find the person I told her to contact — Ken from Edgewater Yacht Sales had gone on vacation. So, she returned to Scott's Creek. About this time I was beginning to wonder if she even existed! Finally, Sunday morning, a fantastic clear sunrise, "Dawn Treader" called my soul and we slipped under the Golden Gate Bridge and out into the Pacific Swell. In the afternoon, we were passing Scott's Creek and I prepared a letter in a bottle and we sailed up close to the beach and I heaved it overboard, not knowing if it would ever reach shore or ever get to Karin. Did write on the outside of the bottle: "Please deliver to Karin Hinsen on the Dunes at Scott's Creek". Told her I'd probably be at the Transient Berth area in Santa Cruz or maybe anchored by the wharf. She received the bottle, came down here this am, and went to the Transient Berth area and couldn't find me or anyone who had seen me. Finally, just about in desperation of ever meeting, she showed a picture of "Dawn Treader" to a fellow there and he said, "I saw a boat like that anchored off the wharf when I came by." So, she came to the wharf and caught a ride out and we met. Can't say yet if she's my permanent first mate, but as Freddy Fender so aptly sings, "I didn't know GOD made Honky Tonk Angels." So, have another poem of sorts.

*Somewhere on Earth, just where it's not known,
there's a being, well, more of a gnome.
This being watches us, yes, Karin and me,
wondering, wondering, shall they be free?*

*Should I allow their souls to entwine,
what, I ask what, is the future of mine?
If they join forces, are allowed to combine;
what may happen to this fair world so fine?*

*Atom bombs come, Neutron bombs go,
turn Rick and Karin loose, whoa!
Maybe it's better for all mankind,
don't let these folk their forces combine.*

*No, that's not fair, nor even bright,
all they've been through, they deserve the right.
I'll give them a chance, see how it goes,
time will tell what their destiny shows.*

So, we're heading south with the birds for winter. Will keep you posted with post cards or enlightened with letters. By the way, you've got a great Sailing Sheet — keep up the good work!
Together. At last. Not Anchored.
Karin, Rick, "Dawn Treader"

THIRD LETTER

Here we go again with more of (Sound of Trumpets) "The Voyages of the Dawn Treader".

As mentioned in my last letter, picked up Karin Hinsen as First Mate in Santa Cruz. We had a calm sail from there to Monterey and spent the night at the Controlled Anchorage Area there. Up before Dawn the next day and breakfasted on pancakes stuffed with bits of fresh peach and smothered with Boy-senberry Syrup. Delicious!

Karin hadn't had much experience Sailing, so decided to find an anchorage each night for the first few days. From Monterey, we motored through the windless fog to Pfeiffer Point where we anchored in the kelp for the night. Up at 9 the follow-

ing morning and I decided to take the Dinghy to shore and look around. Karin wisely stayed aboard and puttered around or whatever First Mates do when the Captain is away. The surf didn't look bad until I was too far in it. Broached and knocked into the cold, cruel Sea. By this time all thoughts of exploring were gone. Just wanted to get back to "Dawn Treader". Dragged the Dinghy up and down the beach, looking for a place where the surf wasn't too high. Made 3 attempts and each time was swamped. Finally (4th time lucky?) made it out beyond the surf. Back aboard Dawn Treader, Karin asks, "What on earth were you doing dragging the Dinghy up and down the beach?" Mutter. Mutter. Mutter. . .

So, we continued on South. Partly sailing, but mostly we were Stinkpotters with no wind and too much fog. That night we spent behind a pinnacle of rock know as White Rock No. 1. What a nightmare! Anchored in 30 fathoms, 4 to 1 scope, it was up, down, sideways, up down, sideways. And so on, ad nauseum! The bunks were too rough to stay in, let alone sleep in, so we moved to the cabin sole and snuggled together. Got what's not known as a good night's sleep. Out of a possible 40 winks, we caught maybe 11!

Up REAL early the next morning and we got the hell out of that hole. Managed to set the sails by 10 as a light breeze came up. With the genoa, main, mizzen, and mizzen staysail flying we did a credible 5 knots to San Simeon. While I took a sink bath there, Karin hitched to Cambria, about 7 miles south and managed to sneak a shower.

That night we had an argument. It seems that due to the absurd length of time it took Karin and I to get together, her old man had returned to Scott Creek just 4 days before we met in Santa Cruz. And, although Karin felt she'd get over her love for him in time, I, in all honesty with myself (whatever that is?) thought it best we part until such time as she felt ready to take on a new partner. Told her I'd row her to shore in the am, and she could hitch-hike back to Scott Creek. And, that if she ever got over her love, to contact me through my sister in Torrance, Calif.

Next am. we bid each other a sad farewell. When I returned to "Dawn Treader" she seemed as empty as a church with barren pews. Oh Lord, Alone, Again, Anchored. Karin left me a poem which I'll share with you.

*A dim light in the darkness
A ray of sun through the clouds
Sharing a time
Your heart
Your home.*

*As you sail away,
And look deep into the ocean,
Think of me.
I'm always there.
I'm always there
Can you hold the ocean in a cup?
Only a part.*

*I am who I am,
and yearn for the fullness
of unity with myself.*

*Move gently
The within you
Is shining brighter
Than ever before.*

— Karin Hinsen

So, "Dawn Treader" and I resumed sailing south. Made Morro Bay that night and finding the breakwater was easy. Couldn't see any channel markers or bouys leading in from the entrance so asked a couple of folk fishing in a skiff where the Controlled Anchorage Area was. "The what?" You know, where the fishing boat anchor. "Oh, that!" They were nice enough to guide me all the way in and we obtained a mooring, courtesy of the yacht club. What a peaceful harbor. If it hadn't been foggy would have stayed there to winter.

Up early the next am. & it was actually clear with a 10 knot breeze. Set all sail and made it to just outside Port San Luis when the fog snapped shut around us like a giant clam closing on a helpless pearl. Then, I kicked the compass and it dropped from the mizzen mast to the cockpit sole and shattered the lens. I was so mad I heaved it overboard. Could hear surf breaking nearby so dropped both anchors and like any wise sailor hit the bunk.

Next am., still shrouded in the misty fog. Try to find harbor, but no luck. Realize after 4 hours that we've been going around in circles — passed the same cluster of rocks twice. Just when I'm beginning to think we're doomed to an eternity of sailing in the twilight zone, a boat appears out of the mist. A fisherman tending crab pots. Motor up close and ask where the harbor is. He points and asks if I have a compass. Tell him that it's broken and he says, "I'll be finished here in half an hour, will look for you on my way up." Nice guy. We follow the kelp beds for the 5 miles he says separates us from the harbor and at 5.2 on the log, a wharf appears.

What a relief, we're safe and there beyond the Union 76 Oil Pier, in clear skies, is Port San Luis! We stay there until Monday and I hitch-hike into San Luis Obispo to pick up a money order from home (B.C. Canada) then hitch back to Port San Luis. I'm getting to be an old hand (thumb) at hitch-hiking! Buy two compasses and vow never to sail without a spare again.

At noon we're sailing out of the harbor and on a course that will put us 20 miles off Point Conception. Have heard so many stories and tales about Conception (Cape Horn of the Pacific, etc.) that want to give it lots of room. The dinghy is being towed merrily behind us.

At 2 am. the following morning I'm tired. DR puts us off Point Arguello about 18 miles. Drop the sails and just leave the little club-footed jib up. Lash the tiller. The wind is N.E. at about 10 knots so feel confident. Wake up every hour to take a look around the horizon to see if anything interesting is happening. At 4 am, what I don't see is more than interesting. The dinghy is gone! Drop the jib and wait for light. At dawn, we start a widening circle to try and find the dinghy. With the N.E. wind blowing, the little bitch was likely halfway to Hawaii by then. Give up and continue on a S.E. course. Seems that Conception takes its toll even when it give you a comfortable passage. . .

That night we're just outside the harbor here and I decide to anchor as it isn't advisable to enter Santa Barbara harbor at night. Next morning we come in and get a berth. Now I'm in the process of looking for a job to make some bucks to buy a dinghy to enable us to anchor to enable us to save money to enable us to continue this saga A.S.A.P.

Besides, this seems like a friendly, peaceful little city and the folk we've met so far are great. If we can find a job, will winter here. It's much warmer than north of Conception and rather enjoyable. Also, there are a number of very sweet looking ladies on the beach and who knows. Maybe one of them will become a first mate and we will be Alone, Again, Anchored no more.

Your truly,
Rick Brigham

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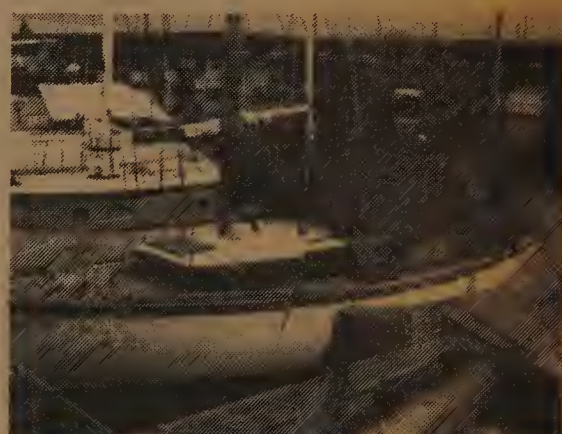
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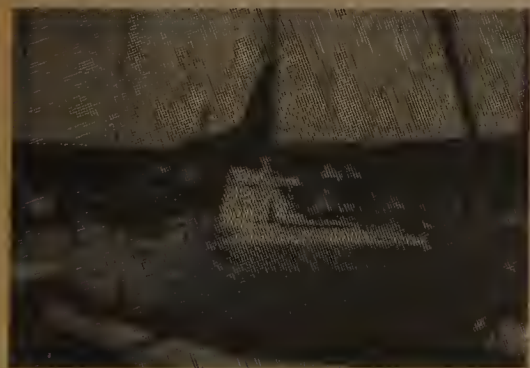
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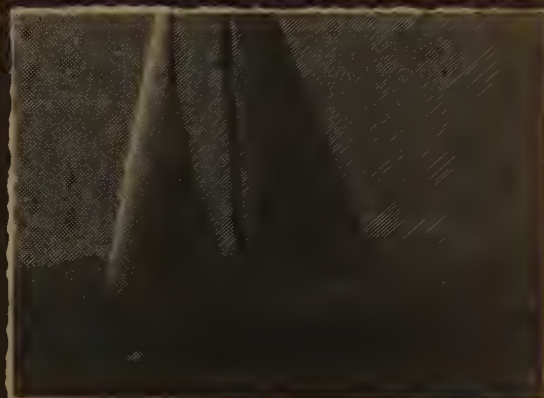
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36' PALMER-JOHNSON, 1974 . . 65,000
35' HORSTMAN TRI, 1977 . . . 25,500
40' GEARY CUTTER, 1941 . . . 69,500
44' PETERSON, loaded 97,500

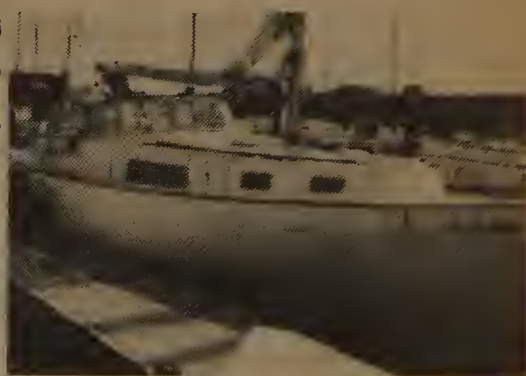
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